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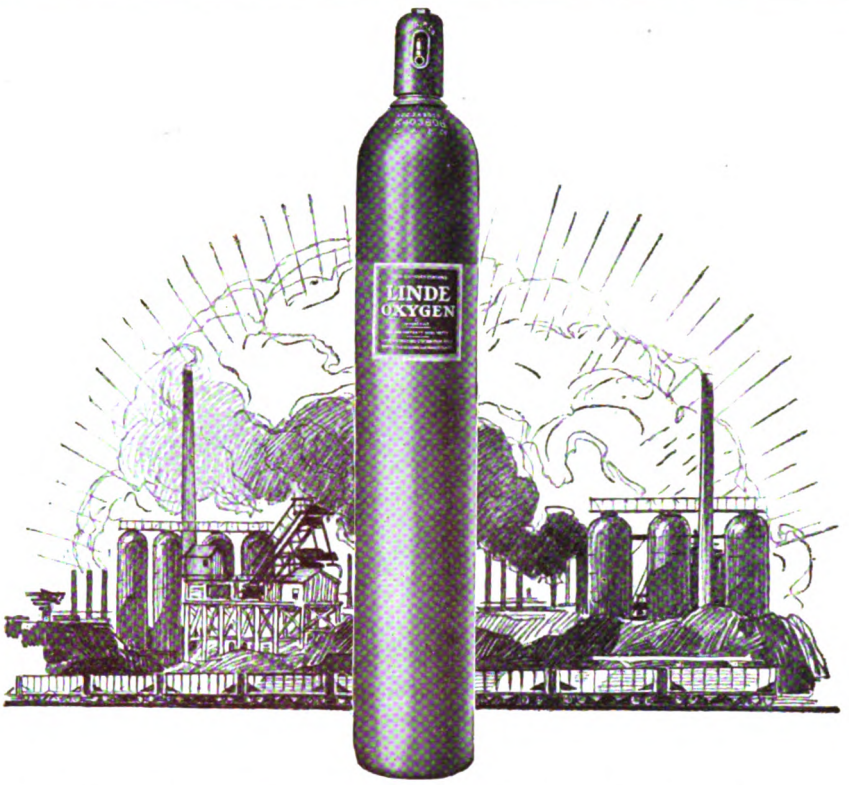

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Marine Review

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Ellis island, principal station for examination of prospective immigrants into this country. The immigration law must be modified to relieve congestion at this station and also to relieve the steamship companies of responsibilities which the government logically should assume

Need Change in Immigration Law

Country Hurt by Present Method of Placing Responsibility on Steamship Lines—Canada Advertises "No Ellis Island"

BY A. H. JANSSON

THOUGH the colonies in North America, from practically the beginning of their settlement, legislated against the entry of criminals and paupers, nearly one hundred years passed after the signing of the Declaration of Independence before the congress of the United States felt it necessary to circumscribe in any way by a special immigration act, the admission of aliens into the country. The United States from its foundation eagerly welcomed the accession to its population of those desiring larger opportunities and life under a democratic form of government. Gradually acquired and vast additions to its territory needed most of all quickly increased population for rapid growth and development.

On July 4, 1864 congress passed an act expressly intended to encourage immigration by allowing immigrants to be brought in on contracts to perform labor. The immigration act of March 3, 1875 did not tend in any way to hamper or to restrict the free entrance of aliens, and was devoted mainly to prohibiting involuntary immigration. This act made it unlawful for American vessels to engage in the coolie trade, excluded coolies brought in under contract and provided for the deportation of certain defective or delinquent aliens. On May 6, 1882 an act of congress excluding Chinese was approved. This legislation came about as a result of the serious conditions anticipated, particularly on the west coast, in the gradual forcing out of the white population if the free admission of the Chinese was continued.

Putting Up the First Bar

One of the first really restrictive measures against immigration became a law on Aug. 3, 1882. In this act the following alien passengers arriving at an ocean port of the United States were barred: "any convict, lunatic, idiot, or any person unable to take care of himself or herself without becoming a public charge." Furthermore this law provided that all foreign convicts except those convicted on political grounds should be returned to the nation to which they belonged; and here comes the first attempt to fix responsibility on the owners of the vessels bringing in aliens, by the proviso that "the expense of such return shall be borne by the owners of the vessels in which they came." The vicious system of contract labor was prohibited by the act of Feb. 6, 1885, and the vessel-owners faced a penalty of a fine of $1000 for each offense, while the masters were liable to a fine of $500. By the act of March 3, 1891, "all persons suffering from loathsome or dangerous contagious diseases, polygamists and any person whose ticket or passage is paid for with money of another or who is assisted by others to come," were excluded from entry.

In the above brief review will be noticed a slow and gradual awakening of the country to the dangers of the entirely unrestricted entrance of aliens; but such barriers as were put up tended

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How Responsibility Is Shifted to Steamship Companies

Abstracts From The Immigration Law Of Feb. 5, 1917.

(An act to regulate the immigration of aliens to, and the residence of aliens in, the United States).

Section 2. A tax of $8 must be paid for every alien regularly admitted, with exemptions from tax in certain cases.

Section 7. Transportation companies are prohibited from soliciting, inviting or encouraging any alien to come into the country, and are subject to a fine of $400 for each violation.

Section 8. To conceal or assist in landing any alien without due admittance by an immigration inspector, is a misdemeanor and is subject to a fine not exceeding $2000 and by imprisonment for a term of not more than five years for each alien so landed.

Section. 9. Steamship companies must not bring in aliens afflicted with specified mental and physical diseases which mandatorily exclude, and a fine of $200 is imposed in each case. Aliens, with mental defects not specified or physical defects which may affect ability to earn a living, brought in, subject the carrier to a fine of $25 in each case. The company must refund the passage money in cases of both specified or other mental or physical defects. Steamship companies are not liable in any case unless the alien was afflicted at time of embarkation and if a competent medical examination would have detected this condition. A fine of $200 and refund of passage money is imposed on steamship companies in each instance of an alien excluded on account of illiteracy or nativity in certain portions of Asia and islands adjacent, if such disability might have been detected by reasonable precaution before embarkation.

Section 10. Owners, officers and agents of transportation lines are responsible for the illegal landing of any aliens brought in. Failure to prevent such landing is a misdemeanor and is punishable in each case by a fine of not less than $200 nor more than $1000 or by imprisonment not exceeding one year, or by both.

Section 11. Immigration inspectors shall report to the commissioner of immigration on the condition of all vessels bringing aliens to the United States.

Section 12. Typewritten or printed lists or manifests, containing the required information about all passengers, must be delivered to the immigration officers at port of arrival, by the master, commanding officer, owners or consignees of a vessel. A penalty of $10 is imposed for each alien concerning whom such information is not furnished.

Section 15. Temporary removal of aliens from the ship on which they come does not constitute a landing and the steamship company is responsible except when the aliens are taken over by the immigration officials. All expenses of removal and detention, including medical treatment, burial in event of death and transfer to vessel if ordered deported, pending decision on eligibility, shall be borne by the steamship company until they are allowed to land or are returned to the company. A penalty of $300 for each violation is imposed.

Section 16. Any person including employes of transportation companies who assault, resist, impede or interfere with any immigration official in the exercise of his duties is subject to imprisonment for one year or a fine of $2000 or both.

Section 18. All aliens brought into the country in violation of law shall be maintained while on land and returned immediately in accommodations of the same class in which they came at the expense of the steamship company, and it is unlawful to refuse to receive back on board such aliens, or to knowingly bring back to the United States any such alien within one year from date of deportation. A penalty of $300 is imposed for each violation.

Section 20. If an alien, illegally in the country, is deported at any time within five years of entry, the deportation shall be at the expense of the steamship company from the original port of embarkation. After five years, or if deportation is for causes arising subsequent to entry, the expense is borne by the government. Failure or refusal to comply carries a penalty of $300 for each violation.

Section 23. The commissioner general of immigration may with the approval of the secretary of labor, detail immigration officers, and on request, the secretary of the treasury may detail medical officers of the public health service, for duty in foreign countries in connection with the enforcement of the immigration law.

Section 31. Any person including master, owner, agent or consignee of any vessel arriving in the United States from a foreign port who knowingly signs on the ship's articles any alien with intent to permit landing in violation of the laws of the United States regulating immigration, or represents that such alien is a *bona fide* member of the crew is subject to a fine not exceeding $5000.

Section 32. The master, owner, agent or consignee is liable to a fine not exceeding $1000 for allowing any alien, excluded from admission, employed on board, to land, except temporarily for medical treatment or according to regulations prescribed, after notice in writing by the immigration officer in charge.

Section 35; also Act of Dec. 26, 1920. It is unlawful for any vessel carrying passengers to and from the United States to have employed on board any alien afflicted with certain specified prescribed diseases, if such alien was so afflicted at the time he was shipped, and competent medical examination at the time might have disclosed the condition. For neglect of this law a penalty of $50 is imposed. Such alien shall be detained and treated in a hospital designated by and under the supervision of the immigration authorities at the expense of the vessel including burial in the event of death.

Section 36. Lists containing names and full information required, of all aliens employed on any vessel must be delivered to the immigration authorities. Reports must be made in writing of all cases in which any alien has illegally landed, with description and information likely to lead to his apprehension. Before departure, a list must be given of names of all aliens not employed at time of arrival but who will leave port on the ship, and also names of those who have been paid off and discharged or have deserted or landed. The penalty for failure to comply is a fine of $10 in each case.

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to keep out only the obviously unfit. Not until the act of March 3, 1893 were the administrative features of the law thoroughly revamped to expedite and make possible a more thorough and careful examination of aliens applying for admission. A provision was made in this law for the creation and functioning of boards of special inquiry to pass on the cases of all immigrants who were not clearly and beyond a doubt entitled to land. This law marked the real beginning of a close scrutiny of the qualifications of all aliens desiring entry, and also the shouldering of real responsibility by the steamship companies for any laxity on their part. Acts subsequent to the act of 1875 up to and including the act of March 26, 1910 were mainly for the purpose of controlling and supervising particular features of immigration and on the whole did not materially hamper or restrict free entry of aliens, except Chinese who are specifically excluded.

From the beginning of the twentieth century, the question of immigration has received particularly serious attention by leaders of public opinion and by congress and the Chief Executive. It finally came to be recognized as a nonpartisan problem having to do with the very life and future welfare of the nation. However, it was not until the act of Feb. 5, 1917 (an act to regulate the immigration of aliens to, and the residence of aliens in, the United States) in the administration of Woodrow Wilson, (though vetoed by him on account of the exclusion of illiterates) that a thorough revision and extension of the immigration law came into effect. Subsequent to the act of 1917, several additions were made by congress to the immigration law in the form of short-special acts mainly concerned with giving certain extra consideration to aliens serving in the armed forces of the United States or her cobelligerents during the war, and in placing further restrictions on those aliens who acted in sympathy with the enemy.

On May 19, 1921, "an act to limit the immigration of aliens into the United States," became a law. This act represents the crystallization of sound public opinion and is the first step taken by the people of the United States to limit the number of aliens admitted in any one year. Though the act of May 19, 1921 was more or less an experiment and specifically stated that it should continue in force only until June 30, 1922, it has received enthusiastic public approval and was re-enacted by a joint resolution approved May 11, 1922 and extended to June 30, 1924, so that at the present time it is the law of the land. The main effect of this law with its provision that the number of aliens of any nationality (natives of countries of the western hemisphere are exempt) who may be admitted in any fiscal year shall be limited to 3 per cent of the number of foreign born persons of such nationality resident in the United States as per the census of 1910, has been to reduce the number of aliens entering in any one year from somewhat over 1,000,000 prior to 1914 to 357,803 the quota at the present time for one year.

Though there is always a certain amount of inconsistency and confusion in the practical application of government laws, rules and regulations, it is entirely within reasonable bounds to obtain a grasp of and to become thoroughly acquainted with the subject under discussion if the acquisition of this information seems worth while and necessary for the intelligent and efficient conduct of the business affected. A study of the laws controlling immigration into the United States and their effect on steamship transportation may be directed for all practical purposes to the pamphlet entitled *Immigration Laws* issued by the department of labor and the bureau of immigration, containing the

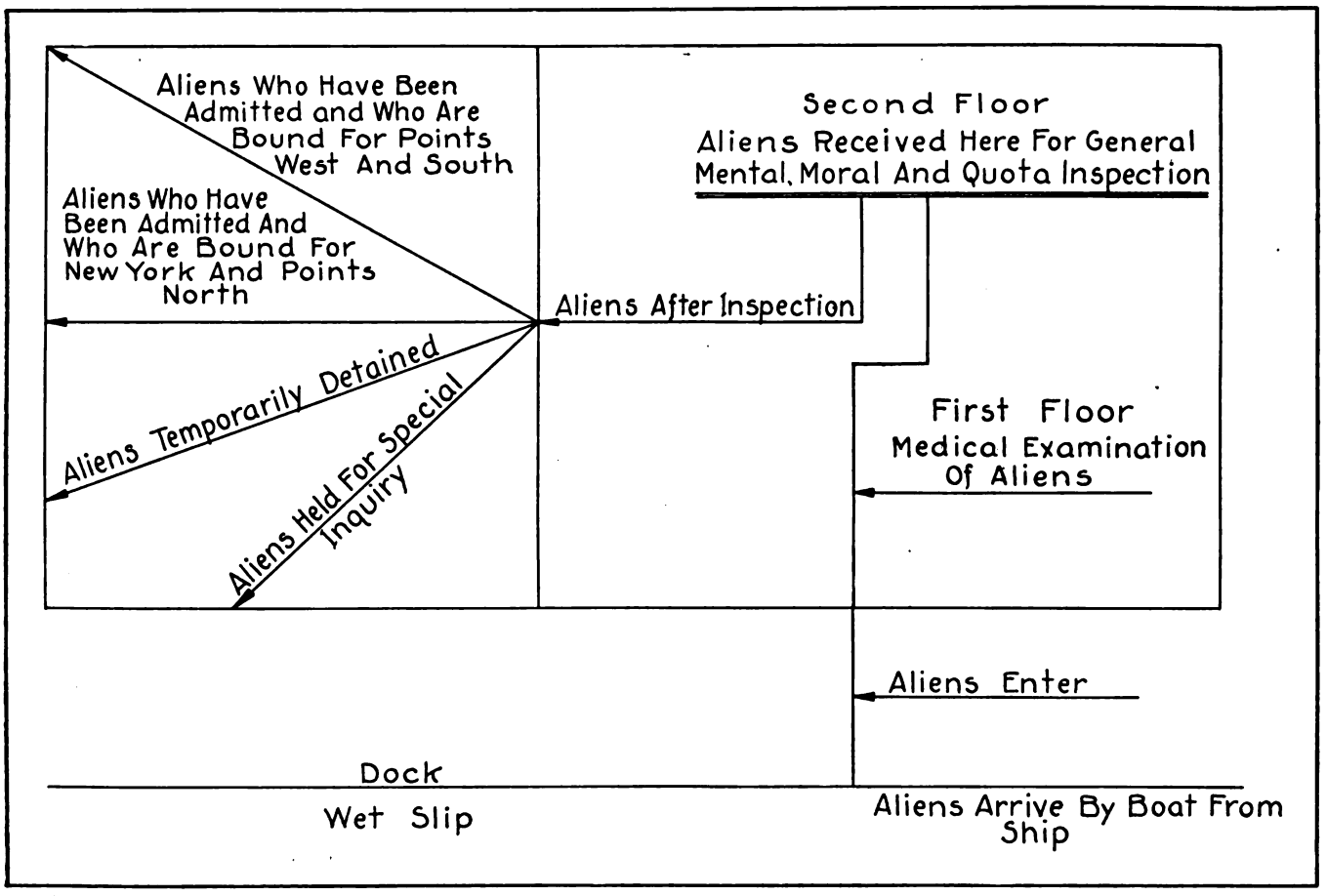
Aliens Who Have Been Admitted and Who Are Bound For Points West And South
Aliens Who Have Been Admitted And Who Are Bound For New York And Points North
Aliens Temporarily Detained
Aliens Held For Special Inquiry
Second Floor
Aliens Received Here For General Mental, Moral And Quota Inspection
Aliens After Inspection
First Floor
Medical Examination Of Aliens
Aliens Enter
Dock
Wet Slip
Aliens Arrive By Boat From Ship

DIAGRAM SHOWING PROCEDURE FOLLOWED AT ELLIS ISLAND IN DETERMINING ADMISSIBILITY OF IMMIGRANTS

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laws now in effect passed by congress and the rules and regulations promulgated by the commissioner general of immigration under the approval of the secretary of labor, for the application and interpretation of the laws.

Two main basic laws affect immigration and the transportation of aliens, the act of Feb. 5, 1917 and the act of May 19, 1921, both referred to above. In the first of these, the control and regulation of the entry of aliens and the punishment for neglect or wilful lack of observation of the law is noted in detail. This act is divided into 38 sections, while the act of May 19, 1921 divided into 5 sections and comparatively short, deals exclusively with the numerical restrictions on the 3 per cent quota basis and with penalties for infraction.

How Responsibility Is Shifted to Steamship Companies

Abstracts From The Immigration Law Of May 19, 1921
and
As re-enacted by joint resolution May 17, 1922
(An act to limit the immigration of aliens in the United States)

Section 2 and 3. The number of aliens of any nationality who may be admitted in any fiscal year shall be limited to 3 per cent of the number of that nationality resident in the United States as of the census of 1910. Not more than 20 per cent of such quota shall be admitted in any one month. Numerous exceptions are noted where an alien is not applied as of the quota.

The commissioner of immigration shall publish the number of aliens of various nationalities admissible during the coming fiscal year, and month by month during the current fiscal year and when 75 per cent of the maximum number of any nationality has been admitted, such statements shall be issued weekly. All statements to be available for general publication and shall be mailed to all transportation companies on request and who file their address with the department of labor. The secretary of labor shall transmit information on the status of the quota to the secretary of state who shall transmit the information to diplomatic and consular officials of the United States who are in turn to give this information to persons intending to emigrate to the United States.

The joint resolution approved May 11, 1922 re-enacted the quota law to continue in force until June 30, 1924 and also imposed a penalty for infraction on the steamship companies of $200 in each case and also required the refund of passage money and the deportation of the alien at the company's expense. The time of residence of aliens in countries of the new world for admittance to the United States so as not to be affected by the quota of their native country, was increased from one year to five years.

Origin and Growth of the Immigration Service

Even the simplest immigration statistics and any control of the number of passengers allowed on a vessel did not exist prior to 1819. In this year, legislation on the part of the government remedied these conditions and the collectors of customs in the various districts were required to report quarterly to Washington, the number of persons arriving in their district by sea from foreign countries and the nativity, sex, age and occupation of such passengers.

On May 5, 1847, the state of New York created a board of commissioners of emigration. This board completely controlled immigration into the port of New York. Castle Garden, now the Aquarium, was opened as a landing station in August, 1855, while a refuge department was maintained on Ward's island. In 1858, the board of commissioners of emigration moved its headquarters to Castle Garden, from which location it continued all functions in control of immigration into the port, until 1890. Under the control of this board, the immigrants were well cared for and sanitary conditions of the ships and conduct of masters were subject to its supervision. Passengers who, through fatal disease, or helplessness were likely to become public charges were placed under proper surveillance until arrangements were made for their deportation.

On the initiative of the New York commission after conference with the officials of other states, a law to regulate immigration was passed by congress on Aug. 3, 1882. A contract was then entered into between the secretary of the treasury of the United States and the board of commissioners of emigration of the state of New York placing the commission in charge of immigration in its own locality. Early in 1890, the secretary of the treasury Mr. Windom, in accordance with the federal law, revoked the contract with the board of commissioners of emigration of the state of New York, and thus after a period of 43 years, state control of immigration in the port of New York was superseded by federal control.

The federal authorities abandoned Castle Garden and moved the business of examining immigrants to the barge office, the annex of which was fitted out as an immigrant station. The barge office had been created in 1879 for the purpose of landing cabin passengers and the inspection of their baggage. After a short trial, this was given up as impracticable and the cabin passengers and their baggage again inspected on the dock, a practice which is still in vogue.

Opening of Ellis Island

In January, 1892 Ellis island, formerly used as an ammunition storage place for the army and navy, having been acquired by the federal authorities, was opened as an immigration station. On June 14, 1897, a fire destroyed the buildings on Ellis island and also many interesting immigration records of the period between 1843 and 1890 collected during state control. The immigration work was again temporarily shifted to the barge office. After rebuilding on an elaborate scale in stone and brick, Ellis island once more became the main gateway for the entry of foreigners into the United States.

As at present constituted immigration in the United States is under the control of the bureau of immigration of the department of labor. This bureau is headed by a commissioner general of immigration appointed by the President with the advice of the senate. The law states that the commissioner general shall be an officer of the department of labor under the control and supervision of the secretary of labor to whom he is to make annual reports in writing of the transactions of his office. In all there are 24 immigration inspection districts under the control and supervision of an officer entitled either commissioner of immigration, inspector in charge or supervising inspector, and these officers are directly responsible to the commissioner general who is

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located in Washington. Of these districts, one is at Montreal, Ont., and three are located outside of the United States proper, as follows; one at San Juan, Porto Rico, one at Ketchikan, Alaska and one at Honolulu, Hawaii. Of the remaining 20 inspection districts, 12 are at seaports, 7 on the Atlantic seaboard, 2 on the Gulf and 3 on the Pacific coast.

Some of these inspection districts also have subports and stations. By far the largest and most important immigration inspection district is that with headquarters at Ellis island, New York harbor. Over two-thirds of all aliens that come to the United States land in New York after passing through this station. Some 227,000 aliens passed through during the last fiscal year.

What Inspection Means

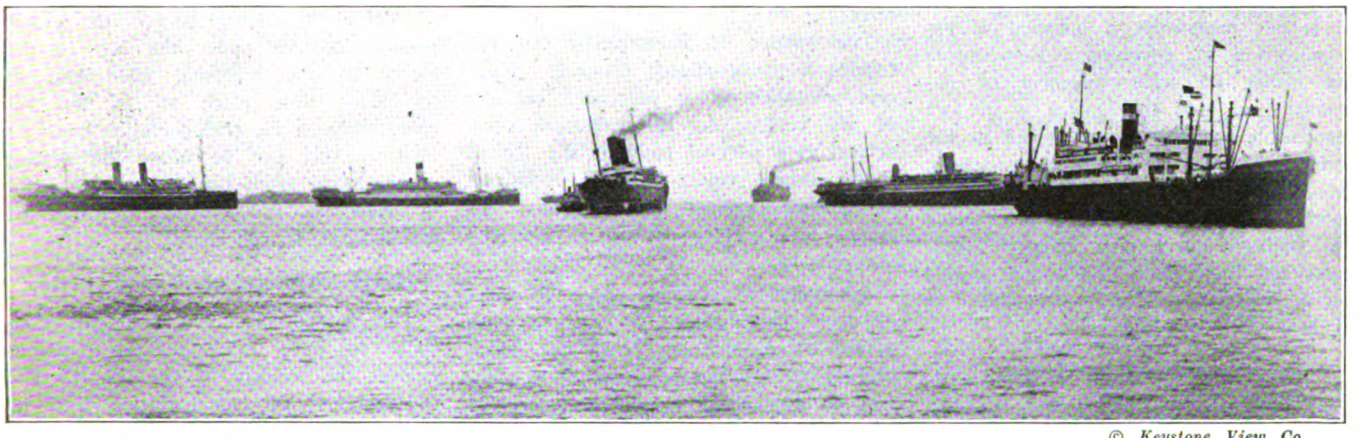
In the history of immigration to the United States, it is evident that beginning with no supervision whatsoever, slowly, laws and regulations have been built up to such an extent that at present the fullest control is exercised by the federal government in the admission of foreigners into the country. The practical application of restrictions and regulations have been and are more than ever of vital interest to the steamship lines that engage in the passenger carrying trade. There is no doubt that as far as their business of carrying passengers is concerned, they have been from time to time opposed to restrictive legislation. An ideal condition naturally from their point of view would be to admit every passenger they bring in without fuss or bother.

On the other hand, the responsible steamship companies recognizing that it is the right and duty for any government to protect itself against undesirable aliens, are doing their best to co-operate with government officials in charge to eliminate carrying ineligibles.

First consider the routine entry of a ship arriving foreign in the port of New York. She is boarded at quarantine by doctors of the public health service, then customs officials and immigration inspectors. After a clean bill of health from the quarantine doctors the ship proceeds to her pier while the immigration inspectors examine the cabin (first and second class) passengers. After passing the inspectors, the cabin passengers are allowed to land.

Those of the cabin passengers who do not pass the inspectors satisfactorily are taken to Ellis island while all of the alien steerage passengers are removed to Ellis island. The accompanying diagrammatic sketch indicates the procedure after arrival at the island. Here a medical examination of each passenger is conducted by the doctors. Those who pass the physical examination without question are then examined as to fitness in other respects for entry. Those who do not pass the physical examination without a doubt, are given a thorough physical examination and if necessary are sent to a hospital on the island for treatment or observation. If the physical defects are of such a nature as to debar, the alien is held on Ellis island for deportation. If on examination as to fitness in other than physical respects, a condition is found which debars, the alien is held on the island to await deportation. When the alien is not declared admissible by both of two individual examiners, he is passed for admission or rejection to a board of special inquiry. This board consists of three members, the decision of any two prevailing, though the dissenting member or the alien may appeal in cases which are not mandatorily excluded and in which appeal is denied through regular channels to the secretary of labor. The taking of such appeal serves to stay action in regard to final disposal of the alien until decision is rendered on the appeal.

In what manner then is the immigration law and the rules and regulations based on that law, and their practical application a source of constantly recurring difficulties, expense and annoyance to the steamship companies, the alien and the immigration service? First, it must be admitted that if the law and its application had been enacted by superintellects and administered by men of the traditional wisdom of Solomon and if all the agents and employes of the steamship companies worked with ideal honesty, efficieny, precision and faithfulness, a certain amount of difficulty would still arise, due to the fact that it all concerns the human element. The desires, ambitions, passions and frailties existing in greater or less degree in the men and women of all races will continue to be responsible for a certain amount of difficulty in the transportation of immigrant passengers.



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OCEAN LINERS WAITING AT QUARANTINE, NEW YORK HARBOR, LOADED WITH IMMIGRANTS. THIS VIEW WAS TAKEN JULY 31, THE VESSELS BRINGING IN THE AUGUST QUOTA, AND IS REPEATED IN THE FIRST FIVE MONTHS OF EACH YEAR, EXPLAINING THE CONGESTION TAKING PLACE AT ELLIS ISLAND IN THE FIRST FEW DAYS OF THOSE MONTHS

There are two sides to the problem. On one hand the government attempts to protect itself from undesirable applicants for entry; on the other hand, the steamship companies having in mind acquiring as much business as possible, look with a less critical eye at the applicants for passage. The penalties imposed on the steamship companies are for the direct purpose of making it distinctly unprofitable for them to be in any way lax in complying with the law and the rules and regulations. On an accompanying page, will be found abstracts of those parts of the law and penalties for infraction, which most vitally concern the steamship companies.

Method of Enforcement

Supervision of immigration and restriction of numbers of aliens admitted into the country is a proper and legitimate prerogative of any sovereign nation. Whether American or foreign, steam-

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ship companies accept this fact without demur or objection. But the make up of the law and its enforcement to accomplish the purpose intended is legitimately subject to analysis and criticism. If certain provisions of the law and its enforcement tend to place an unfair proportion of responsibility on the steamship companies, they should be changed.

Passports are required by all aliens with certain exceptions and their passports must be vised by the nearest American consul, and without such vised passports, aliens can not be admitted into this country. However, the bureau of immigration can be of no assistance in such an essential service nor can it send instructions to the consuls as they are under the sole jurisdiction of the state department. Here is a situation of one department of the government requiring a certain compliance, without assuming any direction or control, or responsibility for the means by which compliance with its mandate is possible. It is not necessarily a question of reorganization of government departments but rather an acknowledgment of cooperation so that the bureau is in fact responsible for the power vested in the state department in regard to passports, in so far as they are necessary for the operation of the immigration law. Since the immigration bureau requires passports and their vises, this bureau should not be released from any responsibility as to how they are obtained.

Companies Act as Judges

No assurance can be given in advance of permission for an alien to enter the United States. Why not? All of the chance in this case must be taken by the steamship company, and it has no assurance that the alien may land, even in apparently the clearest case of eligibility. Tentative permission to sail, subject to final examination at port could be given an alien at the port of embarkation. If ultimately refused entry, except for certain causes, on arrival, the responsibility should rest on the government, not on the steamship company. It is interesting in this connection to quote in full, section 29 of the act of Feb. 15, 1917:

"That the President of the United States is authorized, in the name of the government of the United States, to call, in his discretion, an international conference, to assemble at such point as may be agreed upon, or to send special commissioners to any foreign country, for the purpose of regulating by international agreement, subject to the advice and consent of the senate of the United States, the immigration of aliens to the United States; of providing for the mental, moral, and physical examination of such aliens by American consuls or other officers of the United States government at the ports of embarkation, or elsewhere of securing the assistance of foreign governments in their own territories to prevent the evasion of the laws of the United States governing immigration to the United States; of entering into such international agreements as may be proper to prevent the immigration of aliens who, under the laws of the United States, are or may be excluded from entering the United States, and of regulating any matters pertaining to such immigration."

This section clearly admits of the possibility of such action and authorizes steps necessary to bring about this result. Nothing has been done in this really important matter. The Canadian government, through resident representatives examines prospective immigrants for Canada at the prominent ports of embarkation in Europe and at New York for entry into Canada.

Responsibility Is Avoided

The following shows the extent of the studied avoidance of all responsibility on the part of the United States government:

The bureau of immigration can not request a transportation company to accept an alien as a passenger on any of its vessels, as his exclusion upon arrival at a port of entry in the United States might result in the imposition of a fine against the company, his return free and a refund of his passage money.

Admission of children under 16 years of age unaccompanied by one or both parents is discretionary with the immigration officials at ports of entry subject to an appeal to the secretary of labor. Under these conditions usually a bond is required but that question can not be determined in advance of arrival. The secretary of labor can not exercise his discretionary power until the case has been passed upon by the authorities at port of arrival.

Students as such are not entitled to exemption under the quota law but under certain conditions are admitted though over the quota.

An alien who suffers from some minor or more serious physical disability such as loss of the sight of an eye or a portion of a limb or loss of hearing or speech may or may not be admitted but the question can not be settled in advance of entry.

It is discretionary with steamship companies whether such aliens are brought to the United States as the companies might be fined for carrying.

The question of an alien becoming a public charge is a matter of the judgment of the examining officials at port of entry.

No assignment to quota or assurance of being within quota can be made until the alien arrives in this country. This responsibility rests solely with the steamship company.

From the above it can readily be seen that the steamship companies are subject to fines, other serious expenses and trouble even though carefully complying with the mandatory clauses for exclusion, as in the case of every alien passenger booked, discretionary judgment must be exercised subject to reversal by the immigrant officials at the port of entry in the United States. Experience in handling immigration matters and thorough knowledge of the law and the rules and regulations on the part of the employes of the steamship companies does not eliminate, it only reduces, the difficulties, owing to the many cases which are subject to the discretion of the immigration officials at the port of entry, and which can not be anticipated.

Usual practice and precedents help somewhat in excluding from passage aliens of doubtful eligibility. The trouble lies in the attempt to give the widest possible latitude under the law to the rights of the incoming alien and at the same time place all of the responsibility on the transportation line. As long as this can be done, the system is admirable from the government point of view, as far as the exclusion of undesirables is concerned.

Hurts Prestige of United States

This system has had and will continue to have most serious reactions against the welfare of the country and the business of transportation into its ports. The large Canadian steamship lines are making capital out of the difficulty experienced in entry at New York by the use of the slogan "No Ellis Island." A large transatlantic line recently diverted one of its ships filled with passengers, originally intended for New York, to Boston, it was said, because conditions in that port as regards entry of aliens are better than in New York. The ill will engendered in foreign countries can not long be ignored. Indications are that the method of passing on the eligibility of British nationals for entry at New York, is a constantly recurring subject for discussion in the British parliament and that it is recognized as a condition which unless remedied, may lead to unpleasant relations.

Individual ill will in the aggregate is also harmful to the United States and particularly to the port of New York. Two recent cases will serve to illustrate. An English lady over 70 years of age, the mother of several sons in the government service of her country sailed from the West Indies for England by way of New York accompanied by her granddaughter under 16 years of

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age, whom she intended to place in school. Though booked to sail on a steamer for England after three or four days stop over in New York, she was compelled to go to Ellis island with her granddaughter for examination before a special board of inquiry before being allowed to land. Needless to say, this lady and her sons will spare no pains, within the circle of their influence, to detract from the use of this avenue of travel between the West Indies and Europe. A British steamship company sent over to the United States one of its highly trained personnel to take up the duties of marine superintendent in New York. This man was taken to Ellis island before a special board of inquiry and after a good deal of investigation and delay was finally permitted to land. Of course, it was never the intent of the contract labor law to exclude this type of man.

The observation of the quota law is extremely difficult at the best. In order to comply with this law, the prominent steamship companies are co-operating to avoid excess quotas. To this end, they have established a common registration office in every European country where there is any chance of the quota being exhausted. The continental conference for transatlantic steamship lines at Brussels acts as a general office for all of Europe. No booking of passengers is done until a number for each passenger can be obtained from the registration office concerned. The numbers are based on the most accurate information possible, that is, the number of immigrants that have been landed in the United States according to the latest reports from the bureau of immigration (now issued daily) and adding to this the number enroute. The bureau itself receives reports from the various steamship companies on their sailings and the number of passengers on each ship.

The system does not, however, eliminate excess quotas for several reasons; In the first place, the complicated nature of the problem; second, government owned American ships do not co-operate, at least in so far as the British Isles are concerned; third, small lines and individual ships do not send in reports; fourth, the crossing of immigrants over the borders of West Indies, Mexico and Canada. One instance of supposed excess of quota was the recent case of the steamship BALTIC notified that she had 456 British immigrants over the quota. During this month (July) the British quota was about 15,000 and when the BALTIC sailed there seemed to be a margin of 1880. Reports on border arrivals received a few hours after the BALTIC sailed not only absorbed the remainder but indicated that including the BALTIC's passengers the quota had been exceeded by 400. After investigation on arrival and a tendency on the part of both the steamship lines and the bureau to blame each other, it was found that the quota was not exceeded and the passengers were permitted to enter.

Passenger steamship companies doing business in New York are quite ready to credit the bureau of immigration and its officials with fair and reasonable treatment so far as is possible under the present immigration laws and rules and regulations. Certain changes in the law and the application of the rules and

Steamship Operator Suggests Method of Relieving Congestion

THE steamship companies are making every effort not to exceed the quotas of immigrants allowed monthly under the law," recently commented P. A. S. Franklin, president of the International Mercantile Marine Co., New York. "We have no idea of assuming to direct the policy of the United States regarding immigration. All we can do is our best to regulate the movement of traffic as the law provides. The steamship companies have a registration system by which they control the number of immigrants coming from important countries, but it is impossible to execute exact control over the quotas of certain smaller countries.

"For example, co-operation with some of the lines bringing immigrants from Greece is not practicable, and we never know exactly what the movement from that and other Near East countries is to be. For that reason we have ceased accepting Orientals at the northern ports of Europe, to our own loss. Again we never know how many people are coming over the Canadian border in any one month. If we did, we could regulate the English registration accordingly, and avoid an excess of British subjects at the port of New York.

"These are some of the practical difficulties that confront us under the present law.

"We suggest that for the next immigration year, the quotas be admitted at the rate of 10 per cent a month, instead of 20 per cent as at present. This probably would not be as good for the steamship companies as the present system, in certain respects, but it would be the proper way to handle the business. It would avoid such jams as we have at New York early each month, when about 15,000 people, mostly aliens, are waiting to land.

"It may not be improper for me to call attention to the fact that the steamship lines made a recommendation to congress two years ago which if followed would have avoided the present conditions of congestion. It was for 10 per cent instead of 20 per cent of a year's quota to be admitted monthly. A group of steamship men were asked to appear before the immigration committee on Dec. 21, 1921. I was called on for a statement, and said:

" 'The suggestion I make is that for the next fiscal year, provided the same law is in effect, you should limit the movement to 10 per cent per month. I think the difficulties of this situation today have been largely caused by the fact that 20 per cent per month were admissible.'

"Later in my testimony I said: 'If you worked on our proposed basis that is, 10 per cent, you will be able to let the people come along through the whole year, and yet your numbers will not be exceeded. That is my argument. You would not get into the embarrassing position that you gentlemen are in today. I can quite realize the pressure that is being brought to bear on you. It is terrific. The trouble is you are not dealing with sacks of flour; you are dealing with human beings, and the carrier does not suffer in proportion to the people. Your government officials do not suffer in proportion to the people. It is the human side of the situation to my mind that is causing the embarrassment.'

"The pressure referred to then was from residents whose relatives were being excluded.

"Congress did not see fit to adopt these recommendations. No doubt similar recommendations coming from Mr. Curran now will have more weight than they had when coming from the steamship lines two years ago."

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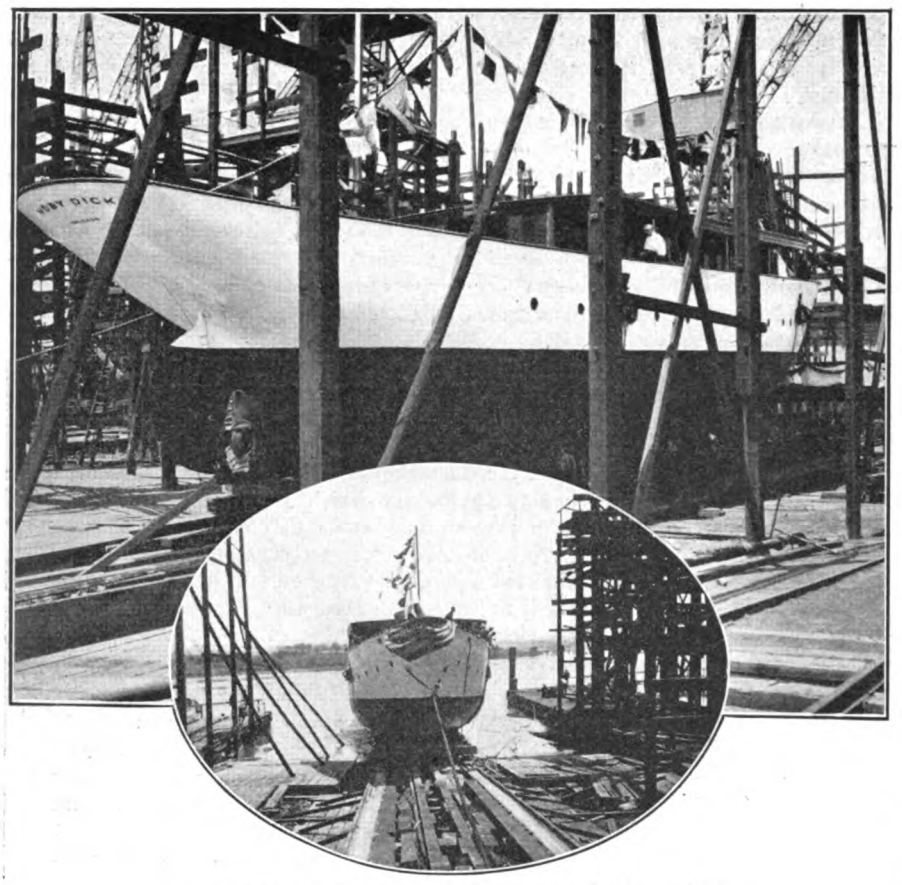

120-FOOT AUXILIARY HOUSEBOAT MOBY DICK

regulations would help the steamship companies and would tend to do away with causes for ill will and friction with foreign nations and at the same time fully safeguard the United States from entry of undesirables or excess of quota. The following changes are suggested:

1.—Final examination and decision on entry or exclusion to rest with the immigration officials at port of entry. Officers of the rank of commissioner of immigration to be allowed to pass on cases of appeal from decisions of boards of special inquiry.

2.—That steamship companies booking passengers be held responsible as now for bringing into the country aliens mandatorily excluded by law, except in cases where under the law appeals are specifically allowed.

3.—That passport vises be issued as now by the United States consuls but that these passport vises are to definitely settle among other things, nationality, length of residence in the country from which sailing, political beliefs in regards to anarchy, assassination and destruction by force of organized government.

4.—That a representative of the immigration service with the rank of commissioner of immigration be located in each country in Europe, the quota of which is over a certain amount, and that the examination of all prospective immigrants by a steamship line be done in conjunction with representatives of this commissioner and that his approval or disapproval be given on each passenger as to eligibility except in cases that would be mandatorily excluded and not subject to appeal, in which cases the steamship company should be completely responsible. If the steamship company on its own volition accepts or is commanded by its government to accept for passage an alien not approved by the resident commissioner the company should be subject to fine and deportation of the alien if excluded by the United States authorities at port of entry. If an alien is approved by the resident United States commissioner and is excluded by the United States authorities at port of entry, the expense of maintenance, return and refunding to be borne by the government.

5.—That the resident inspector pass alien passengers to comply with quota requirements and that no responsibility if so passed should rest on the steamship company.

6.—It would be practicable to give preliminary inspection to alien third-class passengers on the piers and those that are clearly and beyond a doubt entitled to land should not be sent to Ellis island. If not practicable to furnish sufficient interpreters, those that are sent should be able to speak the language of the majority of the incoming aliens. Those aliens that can not for any reason be inspected on the dock may be sent to Ellis island as well as those about which there is any doubt.

Changes in the law and in the conduct of immigration affairs, equitable alike to the United States government and to the steamship companies are necessary and such changes will be of benefit to the United States and to the port of New York. The severity of the law itself in regard to exclusion, including the restriction in numbers is not in question, except in so far as it places the entire responsibility with penalties on the steamship companies not only in the mandatorily excluded cases but equally in discretionary cases, excluded on appeal. It seems only fair and just that the government should satisfy itself as to the good faith of the steamship companies, by joint responsibility at the foreign ports of embarkation.

Auxiliary Sailing House Boat for Florida

Fred S. Fish's auxiliary sailing houseboat MOBY DICK, which was launched at the Harlan plant of the Bethlehem Shipbuilding Corp., Ltd., Wilmington, Del., recently is an interesting example of a high grade craft of a type especially designed and adapted for shallow draft cruising in localities such as the Florida waters. It is the second of the same type to be launched this season at the Harlan plant, the other being Keith Spalding's auxiliary schooner yacht GOODWILL.

The auxiliary power is furnished by a diesel engine and ample accommodations have been provided for guests and crew, quarters being available for ten of the former and eight of the latter.

Dimensions are as follows:

	Feet	Inches
Length on water line	101	2
Length over all	120	0
Molded beam	24	8
Molded depth	10	8 7/16
Draft	6	10

Number of masts, three.

The equipment includes patent port lights, ice machine, center board, electric windlass and sail winches, teak deck and deck house, storage batteries, 4-cylinder gas engine direct connected to a 5-kilowatt generator, and hot water heating plant. The designer is Henry J. Gielow, Inc., New York.

The Eastern Steamship Line has increased its services to Maine ports and to Yarmouth. On the Yarmouth line, the steamers PRINCE GEORGE and PRINCE ARTHUR leave Boston daily, except Saturday, from Central wharf. On the Bangor line, the BELFAST and CAMDEN leave Boston every day from India wharf.

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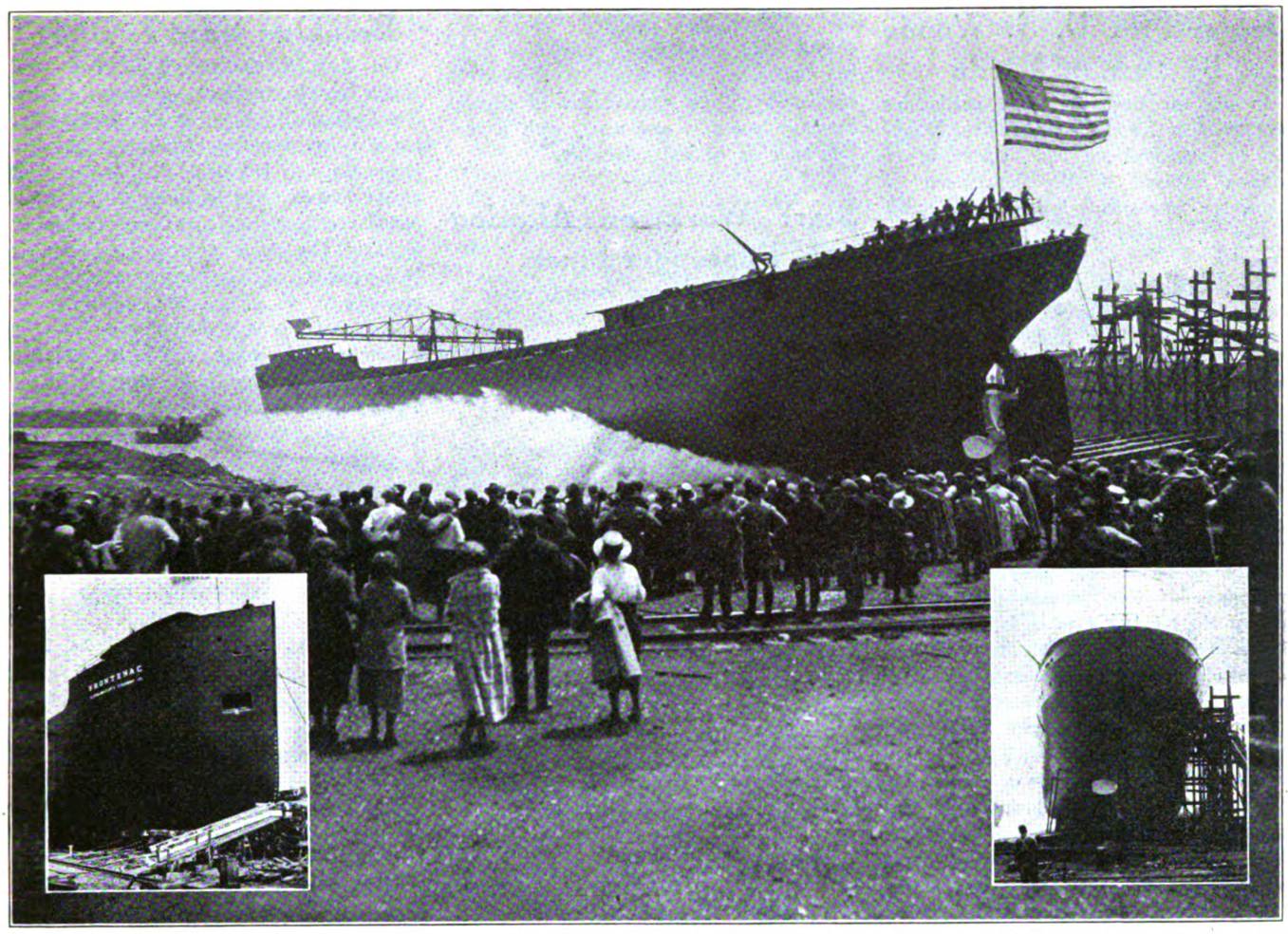

LAUNCHING BIG LAKE BULK FREIGHTER FRONTENAC AT YARD OF GREAT LAKES ENGINEERING WORKS. SMALL INSETS SHOW BOW AND STERN VIEWS

Big Lake Freighter Put in Commission

A BIG bulk freighter which recently entered lake trade is the FRONTENAC built at the River Rouge, Mich., plant, of the Great Lakes Engineering Works for the Cleveland-Cliffs Iron Co., Cleveland. She was launched on May 26 and delivered July 8.

The FRONTENAC is 605 feet in length over all, 580 feet length on keel, 60 feet molded beam, 32 feet molded depth. Her deadweight carrying capacity at 20-foot draft is about 12,000 gross tons while her measured tonnage is 8158 gross and 6531 net. She has 18 cargo hatches, 38 feet wide and 12 feet long with 24-foot centers.

Her propelling machinery includes one main engine, 24½ x 40 x 65 inches and 42-inch stroke. This engine is of standard lake type and will develop 1900 indicated horsepower at 82 revolutions per minute. Three Scotch type boilers are installed, each 13 feet 6 inches in diameter and 11 feet 3 inches long. They operate at 180 pounds pressure. Each boiler has two 50-inch corrugated furnaces with separate combustion chambers. The total heating surface of the three boilers is 6261 square feet, the total grate surface being 137.25 square feet. Forced draft is used.

The auxiliary equipment includes one horizontal simplex 14 x 8 x 16-inch main feed pump; one horizontal duplex 6 x 4 x 6-inch feed pump for port use; three injectors; three Learmouth type purifiers; one multicoil feed water heater; one 12 x 6 x 12-inch duplex general service pump; one 6 x 4 x 6-inch duplex mates' pump; one 6 x 4 x 6-inch duplex sanitary pump; one vertical simplex combined air pump and jet condenser, 18 x 36 x 24 inches. The lighting equipment consists of two 15-kilowatt and one 10-kilowatt engine driven generator.

The ballast system includes eight bottom ballast tanks divided at the centerline and seven port and seven starboard side tanks. The bottom tanks are piped through separate pipes in the double bottom to a double type manifold in the engine room, so that the tanks may be filled, emptied or water transferred from one tank to another at will. A fore and after header is provided on each side of the ship with connections to each side tank, 8-inch angle shut off valves, operated from the deck being placed at each tank. The piping system is so arranged in the engine room that the side tanks may be pumped full at the same time that the bottom tanks are being filled from the sea by gravity. This arrangement materially cuts down the time required for ballasting. The ballast pumps consist of two 14-inch centrifugal pumps of 6000 gallons per minute capacity and two 10 x 14 x 12-inch horizontal duplex pumps.

The ship's living quarters follow the customary high standards which mark all lake vessels. This includes a parlor and two staterooms for the owners with commodious accommodations for the officers and crew.

The International Mercantile Marine Co. has established a direct service from Boston to Hamburg and Antwerp. This is to be a regular service.

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Demand for U. S. Woods by British Yards

In one of the two large battleships now building for the British navy, Douglas fir has replaced teak, according to advices received by the department of commerce, presumably because it is much lighter in weight in comparison to its strength.

No statistics are available as to the total quantities of lumber which go into British shipbuilding, but one of the largest shipbuilding concerns in the United Kingdom has kept accurate statistics of the proportion of lumber used by them, and it is probable that these proportions obtain generally in the shipbuilding trade. About 60 per cent of the lumber used by this company for shipbuilding comes from the United States, Canada, and Central America. About two-thirds of this amount (or 40 per cent of the total) comes from the United States, and consists chiefly of southern yellow pine, 18 per cent; Douglas fir, 4 per cent; redwood, 7 per cent; poplar, 3 per cent; spruce, 6 per cent; oak and walnut, 2 per cent. The 40 per cent which does not come from the North American continent comes chiefly from northern Europe and British East India, the latter principally being teak. Southern yellow pine and Douglas fir are used mainly for decking, cants, runners, and door standards; redwood, poplar and spruce for general joinery work, framing, etc. The spruce is generally obtained in the form of deals from Canada.

Plywood in ship construction is constantly increasing, its principal use being for partitions between cabins, and the panelling of public rooms, saloons, etc. So far the French have furnished most of this plywood for British shipbuilding, which is usually a 5-ply wood, the one or both outer faces being African mahogany, with the inner three plys of alder.

Rock elm logs from 20 feet to 40 feet in length have been in some demand. These logs are used for rubbers or bumpers around the outer edge of vessels such as local ferry boats, barges, etc., which are frequently subjected to bumping against piers. They are also used to form a ring inside a drydock. There are several large drydocks now building in the United Kingdom, and this has probably caused the unusual demand. As it is difficult to secure rock elm logs in such lengths, a timber purchasing agent of one of the larger shipbuilding concerns advised recently that, for the particular work which this company had in hand, rock elm flitches could be used, provided they were at least 20 feet long, 17 inches wide, and 6 inches thick. At this time the shipbuilding industry also uses considerable quantities of dimension hickory, as every boat which is finished is furnished with a complement of several hundred hammers and axes, with a certain number of extra handles.

Start Work on Altering Passenger Liner

An announcement was recently made by C. J. Beck, vice president of the United American lines, that his company had awarded the contract for converting the MOUNT CARROLL from a passenger ship into a freighter, to the Sparrows Point, Md., plant of the Bethlehem Shipbuilding Corp. It is understood that the work will require about 19 days and that the bid was slightly more than $35,000. Though the MOUNT CLINTON will also be converted in a similiar manner, bids have not yet been requested. This liner will make another voyage in the New York-Hamburg run before being withdrawn to go into intercoastal freight service.

Mr. Beck was reported to have stated that negotiations for the consolidation of several intercoastal services were not yet completed.

Convert Another Vessel to Refrigerator Type

The W. & A. Fletcher Co., of Hoboken, N. J., was the successful bidder for reconditioning and fitting a system of refrigeration on the New York & Porto Rico Steamship Co.'s liner PORTO RICO. The SAN LORENZO of the same company in having been converted to a refrigerated ship, was so successful, that the company decided to convert the PORTO RICO. It is also considering converting the steamship PONCE in the same manner. Theodore Ferris as naval architect will have general supervision of the work. The Brunswick-Kroeschell system of refrigeration will be used.

First Electric Tanker Is Ordered

The Standard Oil Co. of New Jersey has recently awarded a contract for a diesel electric, 2200-ton tanker to the Newport News Shipbuilding & Drydock Co. The diesel electric propelling equipment is to be made by the Westinghouse Electric & Mfg. Co. and the order includes generators, exciters, motors and engine room and bridge control. This tanker will be the first built on the Atlantic coast with electric drive and she will be the first of this type built for the Standard Oil Co. of New Jersey.

Brooklyn Yard Is Busy

On Aug. 6, the second of two steel single screw tugboats building at the Tebo plant, Brooklyn, of the Todd Shipyards Corp. for the Standard Transportation Co. was launched. This tug as well as the first is to be equipped with a compound reciprocating surface condensing engine. The high pressure cylinder is 18½ inches in diameter and the low pressure is 40 inches, the stroke is 26 inches and the engine will run at 125 revolutions per minute. The engines are being built at the Todd plant on East Twelfth street, New York. The boilers are of the Scotch marine type, 14 feet 9 inches inside diameter and 12 feet long with a grate area of 75 square feet and a heating surface of 27,000 feet. They will operate with 160 pounds working pressure, with three furnaces equipped with the Todd fuel oil burning apparatus.

Dimensions of the tugs are as follows:

	Feet	Inches
Length	105	9
Length between perpendiculars	100	5
Breadth molded	24	0
Depth molded	12	9
Draft loaded for sea, forward	10	6
Draft loaded for sea, aft..	12	0

Besides this work, the Tebo plant is converting the yacht CORSAIR belonging to J. Pierpont Morgan, into an oil burner, using Todd oil burners.

Four steel lighters are also under construction for the United States shipping board for use on the west coast of Africa. These lighters are 48 feet in length, 15 feet in beam and 6 feet deep.

Ready To Commission Big Battleship Colorado

The navy department recently announced that the COLORADO, building by the New York Shipbuilding Corp., Camden, N. J., will be placed in commission on Aug. 30. The WEST VIRGINIA, her sister ship, is now nearing completion by the Newport News Shipbuilding & Drydock Co., Newport News, Va. These ships will be the last of their type to be constructed in this country in ten years to come, under the terms of the naval limitation treaty. They will take the places in the battle fleet of the old DELAWARE and NORTH DAKOTA. On the commissioning of the COLORADO and the WEST VIRGINIA, the United States navy will have a squadron of three battleships carrying eight 16-inch guns, the third being the MARYLAND already in commission. It is expected that all three vessels will be assigned to the Pacific fleet.

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Panama Traffic Shows Big Increase

About a 50 per cent increase in commercial traffic through the Panama canal was made in the fiscal year ended June 30, over any previous year. Last year's record included 3967 vessels of 18,605,786 Panama canal net tons, paying $17,508,199.57 in tolls and carrying 19,567,875 tons of cargo. Cargo carried in the 1922 fiscal year was 10,884,910 tons; in 1921 was 11,599,214 tons and in 1920 was 9,374,499.

American vessels account for much of the increase. The American record in the last fiscal year is 1994 vessels of 10,208,536 Panama canal net tons, paying $9,473,765.65 in tolls and carrying 11,055,156 tons of cargo. The American record was double that of any preceding year, except in number of transits. The cargo carried by American vessels equaled 4,950,519 tons in the 1922 fiscal year, 5,163,025 tons in 1921 and 4,547,140 tons in 1920.

Intercostal trade expansion accounts for part of the increase but the movement of California oil is the principal factor. Much of this oil has gone to American ports on the Atlantic and of course is restricted to this country's vessels. At this time, American vessels are carrying considerably more than half of the total Panama canal traffic.

Profits of Leviathan on First Trip

Reports on the financial results of the first round trip of the LEVIATHAN, which sailed from New York on July 4 and returned on July 23, were made public by Chairman Farley of the shipping board. The reports show that on the outward voyage the receipts were $411,000 and on the inward voyage $368,000, making a total income of $779,000. The actual out-of-pocket operating expenditures on the LEVIATHAN for the round trip were $400,000. This shows a profit of $379,000 in round numbers for the LEVIATHAN'S maiden voyage, not, of course, including capital cost, etc.

Four New Ship Companies Are Organized

Incorporations of new shipping enterprises in July numbered four with an authorized capitalization of $13,250,000 against five in June with $27,400,000 and three in May with $5,800,000. According to the records of the *Journal of Commerce*, New York, the amounts invested in new shipping enterprises in 1913 was $37,062,000; in 1916 was $69,466,000; in 1917 was $271,503,000; in 1918 was $120,353,000; in 1919 was $323,613,000; in 1921 was $60,190,000; in 1922 was $67,225,000. The total in the first seven months of this year is $58,990,000.

The July incorporations were the Bison Steamship Corp., New York, $150,000; California-New York Steamship Co., Delaware, $12,500,000; Express Steamship Corp., Delaware, $500,000; Western Transit Corp., Delaware, $100,000.

Division of Power in World Shipping

The form of power used to propel the shipping of the world is divided by types and countries in the following record taken from the recent issue of Lloyd's Register:

Country	Reciprocating engines	Turbine engines	Motor vessels
British Empire	18,730,000	2,532,000	390,000
United States	12,000,000	4,365,000	148,000
Belgium	569,000	36,000	.....
Brazil	449,000	.....	3,800
Denmark	717,000	60,000	133,000
France	2,978,000	371,000	28,000
Germany	2,140,000	262,000	85,000
Greece	742,000	.....	1,200
Holland	2,122,000	409,000	67,000
Italy	2,371,000	409,000	61,000
Japan	3,365,000	186,000	4,000
Norway	2,063,000	97,000	177,000
Spain	1,103,000	71,000	13,000
Sweden	915,000	26,000	174,000
Other countries	2,281,000	70,000	37,000

Summons 82 Sailors Who Struck for Bonus

According to White Star officials, summonses were obtained against 82 firemen, greasers and trimmers of the White Star liner ADRIATIC on charges of combining to impede the progress of the last voyage in violation of the British Merchant Shipping act. However, only one of the 82 summonses was served, the constable stating that when he boarded the liner with the summonses the men were drawing their pay, many of them were intoxicated and they refused to accept service. The prosecution stated that the men insisted upon getting their discharges on a form marked "very good" and when this was declined they left before summonses could be served.

Atlantic Yard Launches Passenger Carrier

The steamship, CITY OF CHATTANOOGA, for the Ocean Steamship Co., Savannah, Ga., was successfully launched July 29 at the yards of the Newport News Shipbuilding & Drydock Co., Newport News, Va. Records show this vessel is a combined passenger and freight steamship of 6500 tons and when completed she will be placed in the service between New York and Savannah. Her sister ship, the CITY OF BIRMINGHAM, it is expected, will be launched at the Newport News yard in August.

Seek Fair Revision of U. S. Navigation Laws

American steamship owners have opened another campaign to secure sensible revision of the navigation laws to bring them more in accord with the practices of competitive nations. Through a committee just authorized by their association, efforts will be made to enlist the support of the department of commerce and the shipping board in this revision. On Aug. 4, the owners' association made this announcement:

"A special committee of five, to consult with the department of commerce and the shipping board in regard to a fair and thorough revision of the navigation laws of the United States, has been authorized by the executive committee of the American Steamship Owners' association. This committee will shortly be appointed by President Alfred Gilbert Smith.

"Recommendations for the revision of the navigation laws and rules were presented more than two years ago to the shipping board by an expert committee of practical men, of which P. A. S. Franklin, of the International Mercantile Marine Co. was chairman. No action has ever been taken on that report.

"A special committee of the committee on seagoing personnel of the American Steamship Owners' association, by J. Tomlinson, vice president of the American-Hawaiian Steamship Co. had made a later report on the seamen's act of 1915 to the Shipowners' association.

"It is believed by shipowners that the time has come for a concerted movement of the government, the private shipowners of the country, and the operators of government-owned ships to modernize the whole system of navigation laws and rules of the United States, in connection with a recodification of those laws and rules now in progress. It is not expected by those who are pressing this movement that such a revision will obviate the need of vigorous national aid in competitive overseas commerce, but it is contended that a careful overhauling of these laws and regulations will have a helpful effect on American shipping, both privately and government owned."

A special report issued by the research bureau of the shipping board gives Baltimore first place in westbound intercoastal traffic for the first quarter of 1923. For the three months in question, Baltimore's outward loadings to the Pacific exceeded those of New York by 50,667 tons and Philadelphia by 72,408 tons.

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Marine Industry Loses Real Friend

BY R. V. SAWHILL
Editor, Marine Review

WARREN G. HARDING is still too great a living force in the life of the country to permit a calm historical appraisal of his work. It is usual to compare him with President McKinley, whose career his own resembled in so many ways. But in one respect he followed closely the path trod by George Washington.

In some research work a few years ago, the editor of Marine Review found this message from George Washington to congress on Dec. 8, 1790, and its striking resemblance to present day conditions makes it worthy of repetition: "The disturbing situation of Europe and particularly the critical posture of the great maritime powers, requires that we should not overlook the tendency of a war, and even of preparations for a war, among the nations most actively concerned in active commerce with this country, to abridge the means, and thereby at least enhance the price, of transporting its valuable productions to their proper markets.

"I recommend it to your serious reflection, how far and in what mode it may be expedient to guard against embarrassments from these contingencies, by such encouragements to our own navigation as will render our commerce and agriculture less dependent upon foreign bottoms, which may fail us in the very moments most interesting to these great objects."

President Harding in practically every public speech made during his life testified to the sincerity of his belief in the national need for a merchant marine. When power came to him to work most effectively for that purpose, he welcomed the privilege and made the most determined effort ever exerted by any President to regain this country's commercial strength on the high seas.

His subsidy efforts are too familiar to need recital but his feelings can well be summarized in this abstract from his personal message to congress on April 12, 1921: "I have thought this to be a befitting occasion to give notice that the United States means to establish and maintain a great merchant marine. This republic can never realize its righteous aspirations in commerce, can never be worthy the traditions of the early days of the expanding republic until the millions of tons of shipping which we now possess are co-ordinated with our inland transportations and our shipping has government encouragement, not government operation, in carrying our cargoes under our flag to every world market.

"It will strengthen American genius and management to have it understood that ours is an abiding determination, because carrying is second only to production in establishing and maintaining the flow of commerce to which we rightfully aspire."

George Washington won his case with congress, in fact without a struggle, since the country at that time was merely a fringe along the Atlantic seaboard and to every citizen the vital relation between ocean borne commerce and national prosperity was not an economic theory but direct knowledge. Warren Harding lost his case with congress because the legislators, like the majority of the citizens they represented, knew of shipping and marine affairs only by hearsay and have never classed the marine problem as a major national question.

President Harding frankly stated his desire to be known to history as the President who brought the United States back to a position of power in ocean trade. The editor of Marine Review had the privilege of visiting the President-elect at Marion shortly before his inauguration and can add the slight weight of personal testimony to what Mr. Harding's public acts clearly revealed—his determination to win a way through the apathy of the American people to a question so essential to their continued prosperity.

While the late President did not bring his plans to a successful close, history assuredly will grant his wish that his sincere struggle for a recovery of marine strength be ranked among his major accomplishments. He was the first active Presidential supporter of a merchant marine in the past century. He was ahead of his time in calling this country back to the scenes of its old commercial successes. Plain economic laws will drive the United States to a position of power on the seas but President Harding had the vision to attempt to win in a few years what the slower education of economics may not do for at least a quarter century.

But the immense good of his educational efforts have made marine affairs a live issue and to that degree their solution is brought closer. And when that day arrives, the part played by President Harding will receive merited recognition.

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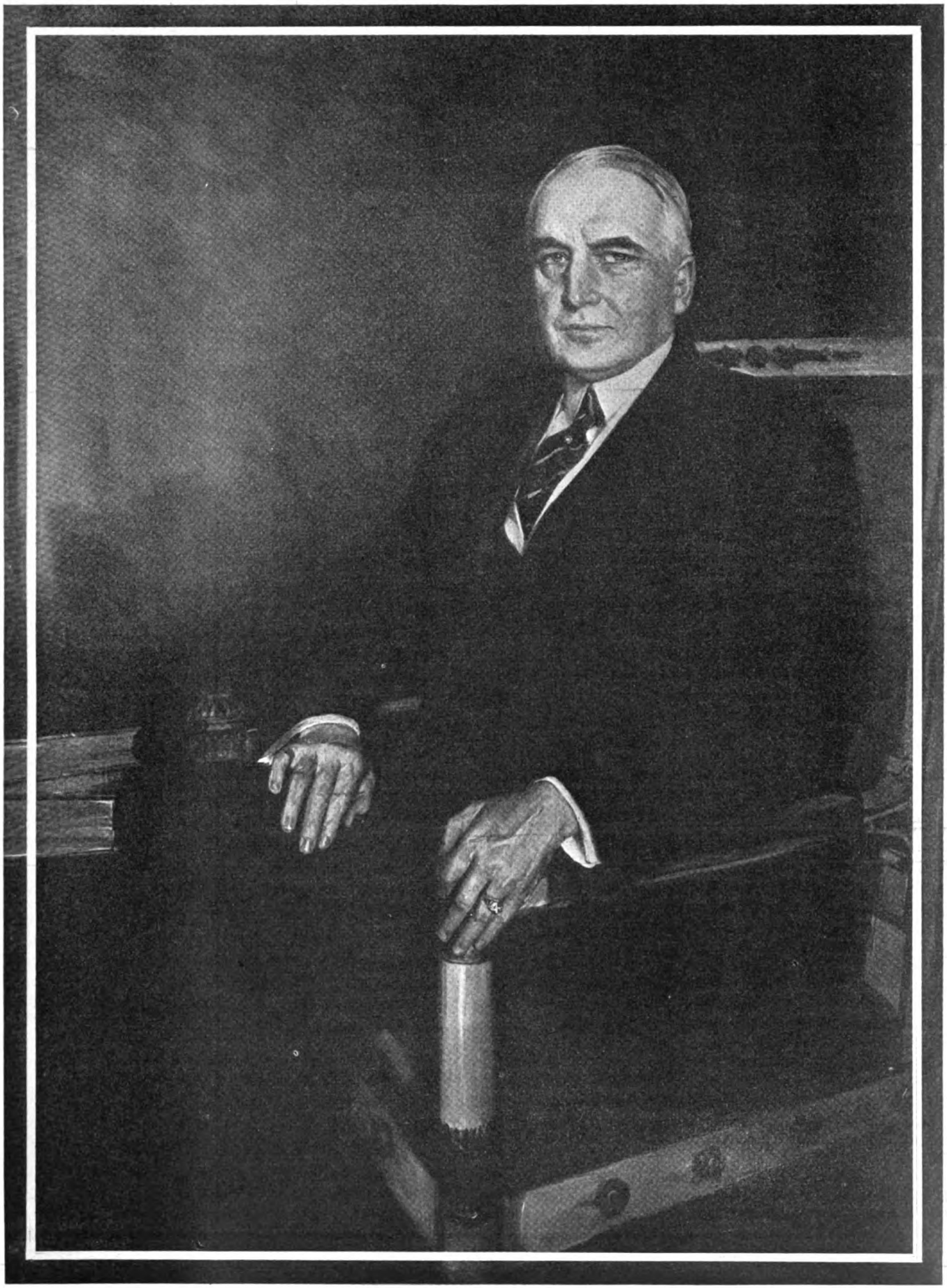
Warren Gamaliel Harding, 1865-1923



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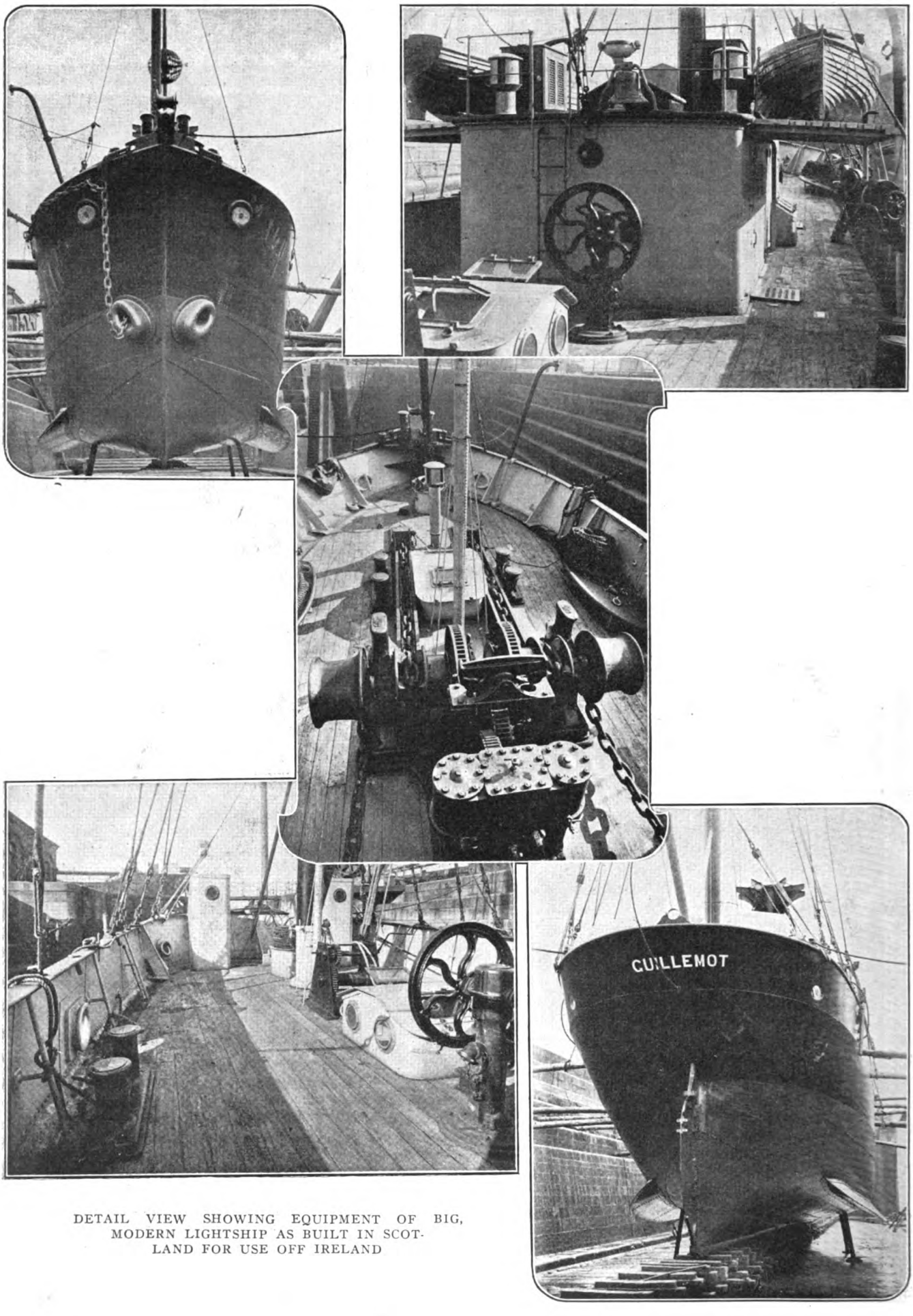

DETAIL VIEW SHOWING EQUIPMENT OF BIG, MODERN LIGHTSHIP AS BUILT IN SCOTLAND FOR USE OFF IRELAND

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Build Big Lightship For Irish Service

NEW LIGHTSHIP OF LARGEST TYPE BUILT FOR IRISH SERVICE

GUILLEMOT, a lightship of the largest and latest type has been completed by her builders, Messrs. John Cran & Somerville, Ltd., shipbuilders and engineers, Leith, Scotland, for the commissioners of Irish lights, Dublin. Her dimensions are: Length on waterline 102 feet, breadth molded 24 feet 3 inches, depth molded 13 feet 4 inches.

The scantlings are exceptionally heavy to meet the severe conditions and nature of service. Six principal watertight compartments are provided. The first forward is used as a store for deck gear. The next compartment is the largest and is used as crew's quarters. It is lined with teak, is well fitted out with pantry, store, galley range, bread tanks, seat lockers, hammock lockers, clothes lockers, etc. Aft of the crew's quarters is the engine room fitted with two Robey semidiesel oil engines each of 13½ brake horsepower, two air compressors, three large air receivers which supply air at 80-pound pressure to a large specially designed windlass on the forward deck, and also to the siren signalling equipment.

The fourth compartment is the oil room and contains 10 cylindrical tanks capable of taking 10 tons of oil. It is equipped with patent automatic gear for supplying oil to the lamp in the lantern. The fifth compartment aft is the captain and officer's quarters. This cabin is fitted up in a most substantial and comfortable manner, all fittings and panelling being of polished mahogany. The fittings include two berths with drawers under, two stationary lockers, bookcase, medicine cabinet, stove, settee, table and two arm chairs, etc. Adjacent to the captain's room is a well equipped pantry and a specially constructed magazine lined throughout with teak. The sixth and last compartment aft is fitted out as a store for ropes, paint, etc. Ample fresh water tanks are placed underneath the master's accommodation. Two chain lockers and a coal bunker are placed forward below crew's quarters.

A large and seaworthy steel deckhouse amidships embraces all companion-ways, and also contains workshop, lamp trimming room and separate lockers for flags, rockets, waste, etc. This design of deckhouse is such that no member of the crew is required to expose himself to the weather when stormy, as access is obtainable to any part from the interior of this house.

The mooring arrangements are of the most complete order, the heavy chains being handled by the specially large windlass worked by the compressed air plant. The hawse pipes are of special design projecting 16 inches from the bow and are enclosed in steel tubes.

The lantern mast is amidships with a large bracket platform at the head, 40 feet above the waterline, to take the lantern. At the after end, a steel 90-foot mizzen mast is fitted on which is fitted the day mark, and a derrick with 5-ton hand winch in conjunction for the purpose of bringing stores on board when the ship is on her station. With a view to fitting a wireless installation at a later period, a mast is fitted at the bow for carrying the aerials, etc., from the mizzen mast.

Two boats are fitted on davits, each

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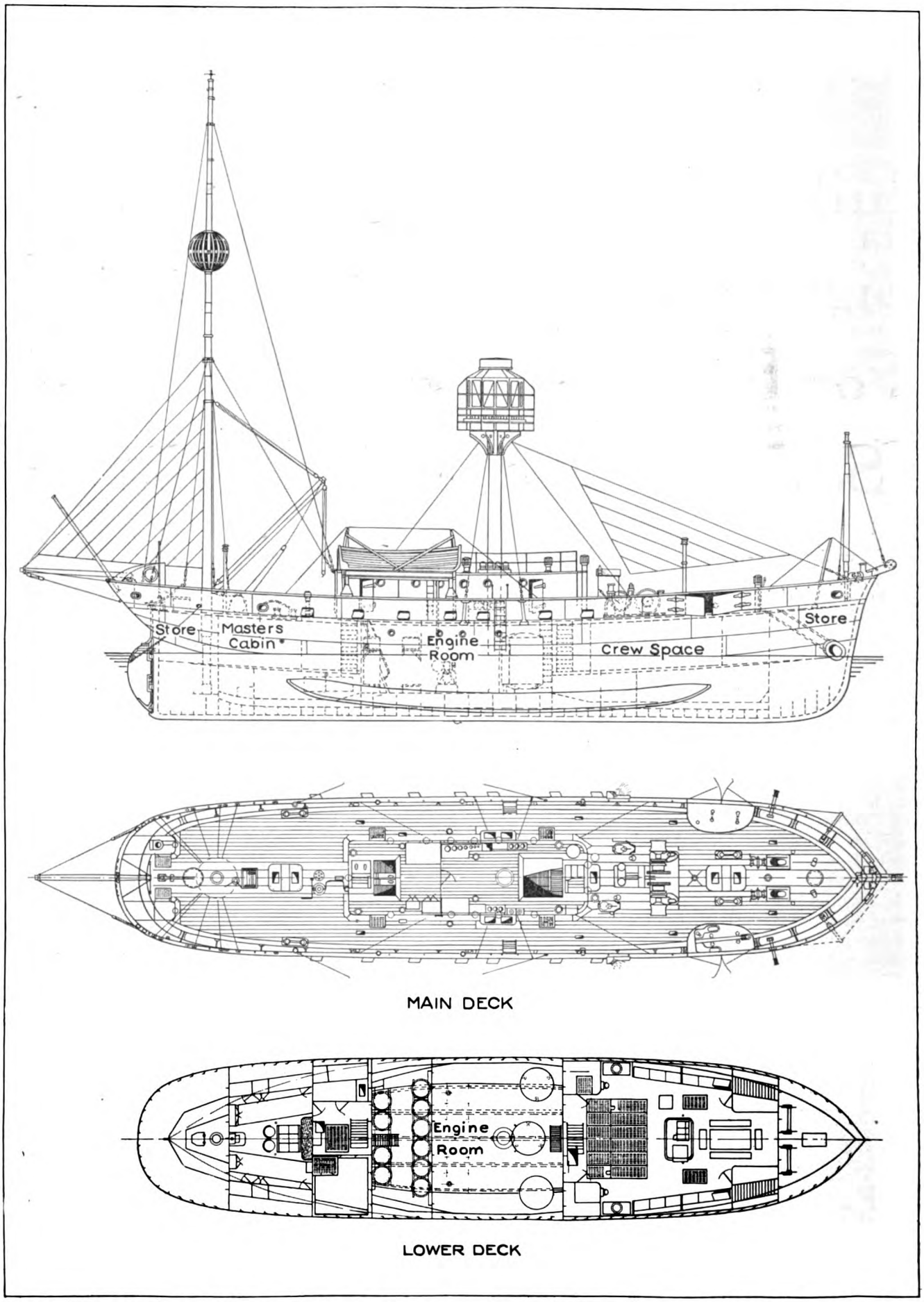

INBOARD PROFILE AND DECK PLANS OF NEW LIGHTSHIP GUILLEMOT

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side amidships, the hoisting and lowering of these being effected by winches fitted to the davits. On the forward deck two steel anchor platforms with gangway doors are fitted.

The GUILLEMOT embraces all the latest features in lightship construction gained from a study over a long period of the behavior of the vessels when on their stations exposed to all kinds of weather. The bilge keels which are fitted are of special design 3 feet 3 inches deep and filled with cement and have a powerful deterrent effect on the ship's oscillation. The weights on board are distributed in such a way as to give the maximum radius of gyration without reducing the initial stability. Clinometers record the oscillations and period of the roll, and experience shows that ships built as the GUILLEMOT are twice as steady as any others.

The vessel has been built to the designs of George Idle, naval architect, surveyor of shipping to the commissioners of Irish lights, who also superintended the construction of the vessel.

Plans for Marine Congress Win Support

THE Mid-West Farmers and Manufacturers conference, of which Malcolm Stewart is chairman, with executive offices located at 126 E. Fourth street, Cincinnati, has agreed to take an important part in the general scheme of co-ordination of all of the allied industries that will participate in the American Marine congress, to be held in New York, during American Marine week, from Nov. 5 to 10.

Recently the Mid-West conference agreed to take over all of the activities of a Mid-West and Mississippi River district committee of the American Marine association acting in behalf of the American Marine congress in the 18 central states.

This combination will result, it is felt, in one of the most powerful alliances that ever operated to the good of the marine industry, because it brings together for discussion and action the various subdivisions of the shipping industry that have to do with operating and repairing; and the several allied industries whose raw and finished products form the cargoes which are carried.

The recent Cincinnati conference of this group passed certain resolutions which may be summarized as follows:

1. A system of preferential duties on goods carried on American ships;

2. A system of preferential rail rates for goods and passengers carried in American ships;

3. A system of preferential tonnage dues for American ships;

4. Allowing the railroads to apply export rate on materials used in the construction of American ships and on supplies used therein;

5. Laws compelling American officials traveling at government expense to use American ships.

6. Laws providing that a certain percentage of our immigrants be carried in American ships.

7. Such other preferences for American ships as may result in benefit to the American shipper and may secure closer co-operation between the American shipper and the American merchant marine.

Organizations which have agreed to co-operate in the American Marine congress and the names of their contact representatives are:

1.—American Manufacturers Export association—Myron W. Robinson.

2.—Council of American Shipbuilders—Homer Ferguson.

3.—American Steamship Owners association—Winthrop L. Marvin.

4.—United States Ship Operators association—Charles H. Potter.

5.—New York Tow Boat exchange—Fred B. Dalzell Jr.

6.—Neptune association—Capt. John F. Milliken.

7.—National Board of Steam Navigation—N. L. Cullen.

8.—Lake Carriers association—William Livingstone.

9.—National Marine Engineers Beneficial association—William S. Brown.

10.—Ocean Association of Marine Engineers—T. A. King.

11.—New York Boat Owners association—William H. Kelley.

12.—Hudson River Improvement association—Clarence R. Birkett.

13.—South Atlantic States association—Matthew Hale.

14.—Atlantic Coast Shipbuilders association—Clarence S. King.

15.—Maritime Association of the Port of New York—John Dowd.

16.—American Marine association—(Officers and Executive Committee).

17.—Society of Naval Architects and Marine Engineers—Capt. C. A. McAllister.

18.—Charleston Chamber of Commerce, Charleston, S. C.

19.—American Society of Marine Designers—C. C. Jacobson.

20.—Propeller club.

21.—American Association of Advertising Agencies—James O'Shaughnessy.

22.—National Association of Cotton Manufacturers—Henry C. Meserve.

23.—American Bureau of Shipping—Capt. C. A. McAllister.

24.—United States navy.

25.—City of Buffalo, Mayor Frank X. Schwab.

26.—Railway Car Manufacturers association—W. F. M. Goss.

27.—National Merchant Marine association—Henry C. Wiltbank.

28.—American Society of Naval Engineers—Rear Admiral C. W. Dyson.

29.—United States Pulp Producers association.

30.—Chamber of Commerce of United States.

31.—United States shipping board.

32.—Commission of Public Docks, Portland, Oreg.—G. B. Hegardt.

33.—City of New Orleans, Mayor A. J. McShane.

34.—City of Detroit.

35.—American Association of Engineers—Fred Lavis, A. M. Knowles, and I. C. C. Cooper.

36.—National Association of Credit Men—Edward P. Tuttle.

37.—American Engineering Standards committee—A. W. Whitney.

38.—United States department of commerce.

39.—National Paint, Oil and Varnish association—Harry J. Schnell.

40.—American Legion—E. E. Spafford.

41.—Omaha Chamber of Commerce—George Carey.

42.—Detroit Board of Commerce—Charles E. Boyd.

43.—American Marine Standards committee—Capt. R. D. Gatewood.

44.—City of Newark, N. J.—P. H. W. Ross.

45.—American Institute of Mining and Metallurgical Engineers—Philip W. Henry.

46.—City of Portland, Oreg.—Mayor George L. Baker.

47.—Port of New York Authority—Eugenius H. Outerbridge.

48.—Lorain Chamber of Commerce, Lorain, O.—G. W. Dudderar.

49.—Harbor Department, City of San Diego, Cal.—J. W. Brennan.

50.—National Safety council.

51.—Madison Association of Commerce, Madison, Wis.—Don E. Mowry.

52.—Minneapolis Civic and Commerce association—Herbert M. Gardner.

53.—Mid-West Farmers and Manufacturers conference—Malcolm Stewart.

54.—Fidelity Marine Association of Masters and Mates—Capt. N. L. Proctor.

55.—American Farm Bureau federation—O. E. Bradfute.

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Admiral Sigsbee, 1845-1923

Rear Admiral Charles Dwight Sigsbee, U. S. N. retired, who was captain of the battleship MAINE when she was blown up in Havana harbor, leading to the war with Spain, died on July 19, at his home in New York. He was born at Albany, Jan. 16, 1845 and was appointed to the naval academy in 1859, graduating in 1863. As a junior officer attached to the BROOKLYN, he took part in the battle of Mobile bay under Admiral Farragut. Admiral Sigsbee was noted for his work in deep sea sounding, and invented several instruments which are still in use. He was also a cartoonist of considerable ability. When the trouble with Spain began, Captain Sigsbee then at the age of 52 was sent to Havana in command of the MAINE to protect American interests. Representatives of the Spanish government assigned the battleship to a special anchorage, where she lay at anchor for two weeks until the evening of Feb. 15, 1898. At 8 o'clock on this evening, a terrific explosion destroyed the ship and 264 men lost their lives. Captain Sigsbee acted in a calm manner and from the first urged a suspension of judgment until the facts could be established. He upheld in his entire career the high traditions of the navy.

To solicit business for its terminals, the port of Seattle has sent trade emissaries to various sections of the country where overseas business originates.

Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to Aug. 9, 1923, on Future Loadings

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel
Liverpool	1s 6d	$0.40	$0.20	$0.15	$0.30	$0.60	$7.00T
London	1s 6d	0.40	0.20	0.15	0.30	0.60	7.00T
Christiania	$0.15	0.40	0.40	0.22	0.42½	0.85	8.00T
Copenhagen	0.14	0.40	0.40	0.20	0.42½	0.85	8.00T
Hamburg	0.07	0.27½	0.25	0.14	0.37½	0.75	7.50T
Bremen	0.07	0.27½	0.25	0.14	0.37½	0.75	7.50T
Rotterdam	0.10	0.25	0.25	0.15	0.35	0.70	7.00T
Antwerp	0.07	0.27½	0.25	0.16	0.35	0.70	7.00T
Havre	0.10 to 0.12	0.40	0.22½	0.23	0.40	0.75	8.00T
Bordeaux	0.10 to 0.12	0.40	0.22½	0.23	0.40	0.75	8.00T
Barcelona	0.20	13.00T	0.40	10.00T	—12.00T—		10.00T
Lisbon	0.18	0.65	0.50	7.00T	—20.00T—		7.00T
Marseilles	0.13	0.55	0.50	5.60T	—20.00T—		5.00T
Genoa	0.15	0.50	0.35	0.30	0.40	0.80	6.00T
Naples	0.15	0.50	0.35	0.30	0.40	0.80	6.00T
Constantinople	0.23	15.00T	0.75	0.32½	—20.00T—		8.00T
Alexandria	0.25	15.00T	0.75	0.32½	—20.00T—		8.00T
Algiers	0.20	0.75	0.75	0.30	—20.00T—		7.00T
Dakar	.....	14.50T	.....	15.00T	—20.00T—		10.00T
Capetown	9.00T	15.00T	15.00T	9.00T	—15.00T—		10.00T
Buenos Aires	.....	20.00T	.....	.....	—20.00T—†		6.00T†
Rio de Janeiro	.....	21.00T	.....	7.00T	—21.00T—†		6.00T†
Pernambuco	.....	22.00T	.....	9.00T	—22.00T—†		8.00T†
Havana	0.17½ to 0.22½*	0.37½*	.....	0.17½*	0.47*	0.94*	0.20*
Vera Cruz	0.25	0.30	0.35	0.25	0.52½	1.05	0.30
Valparaiso	.....	1.07	.....	0.70	0.45	0.80	12.00T
San Francisco	.....	0.50	.....	0.75	.....	2.50	0.45
Sydney	18.00T	18.00T	2.50	18.00T	18.00-24.00		9.00-12.00T
Calcutta	.....	16.00T	0.65	15.00T	—16.00T—		10.00T

T—Ton. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$6.00 to 7.00
South California	6.50 to 7.50
Hawaiian Islands	10.00 to 10.50
New Zealand	15.00 to 16.00
Sydney	15.00 to 16.00
Melbourne-Adelaide	15.00 to 17.00
Oriental Ports	11.50 to 15.00
Oriental Ports (logs)	18.00 to 19.00
Peru-Chile	13.00 to 15.00
South Africa	19.00 to 20.00
Cuba	13.00 to 16.00
United Kingdom	80s to 90s
United Kingdom (ties)	70s to 80s
Baltimore-Boston range.	$9.00 to 12.00
Baltimore-Boston range. (ties)	Not quoted
Buenos Aires	14.00
Flour and Wheat	
Oriental Ports (net ton).	$ 6.00
U. K. and Continent (gross ton)	33s to 38s
General Merchandise	
Oriental ports	$9.00
Steel	
Oriental Ports	$5.00T to 7.00T
Cotton	
Oriental Ports	35c to 50c per cwt
Apples	
United Kingdom	90 cents per box
Copper	
Oriental Ports	$5.00
Box Shooks	
Oriental Ports	$10 measurement ton
Metal Junk	
Oriental Ports	$10.00
Scrap Copper	
Oriental Ports	$5.00
Salt Herring	
Oriental Ports	$8 measurement ton
Machinery	
Oriental Ports	$7.00
Automobiles	
Oriental ports	$8.00

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	14	6
Coal, South Wales to Near East	11	6
Coal, United Kingdom to Hamburg	5	0
Coal, United Kingdom to Alexandria	11	0
Coal, United Kingdom to Rotterdam	4	10
Coal, United Kingdom to Buenos Aires	16	0
Iron ore, Bilbao to Middlesbrough	7	0
General British market, six months time charters, per ton per month	6	0

Bunker Prices

At New York

		Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
July	1, 1922	$8.10	$1.26½	4.75 cents
Oct.	13	8.55	1.45	5.50 cents
Jan.	11, 1923	7.90	1.50	4.75 cents
April	11	6.75@7.50	1.76½	5.10@5.35c
July	11	5.50@7.00	1.76½	4.40@5.50c
Aug.	8	5.50@7.00	1.66½	4.25@4.67c

At Philadelphia

		Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
July	1, 1922	$8.00	$1.15	4.25 cents
Oct.	13	8.30	1.47	5.00 cents
Jan.	9, 1923	7.30@8.00	1.57½	5.00 cents
April	10	6.00@6.50	1.87	5.10 cents
July	9	5.25@6.25	1.62@1.73	4.35@4.60c
Aug.	8	5.50@6.00	1.62	4.35 cents

Other Ports

Boston coal, per ton	$8.85
Boston, oil, f. a. s., per barrel	$1.50
Hampton Roads, coal, per ton t.i.b.	5.50@5.70
Seattle, coal, per ton.	6.50 to 7.50
Cardiff, coal, per ton.	26s
London, coal per ton	32s
Antwerp, coal, per ton	33s

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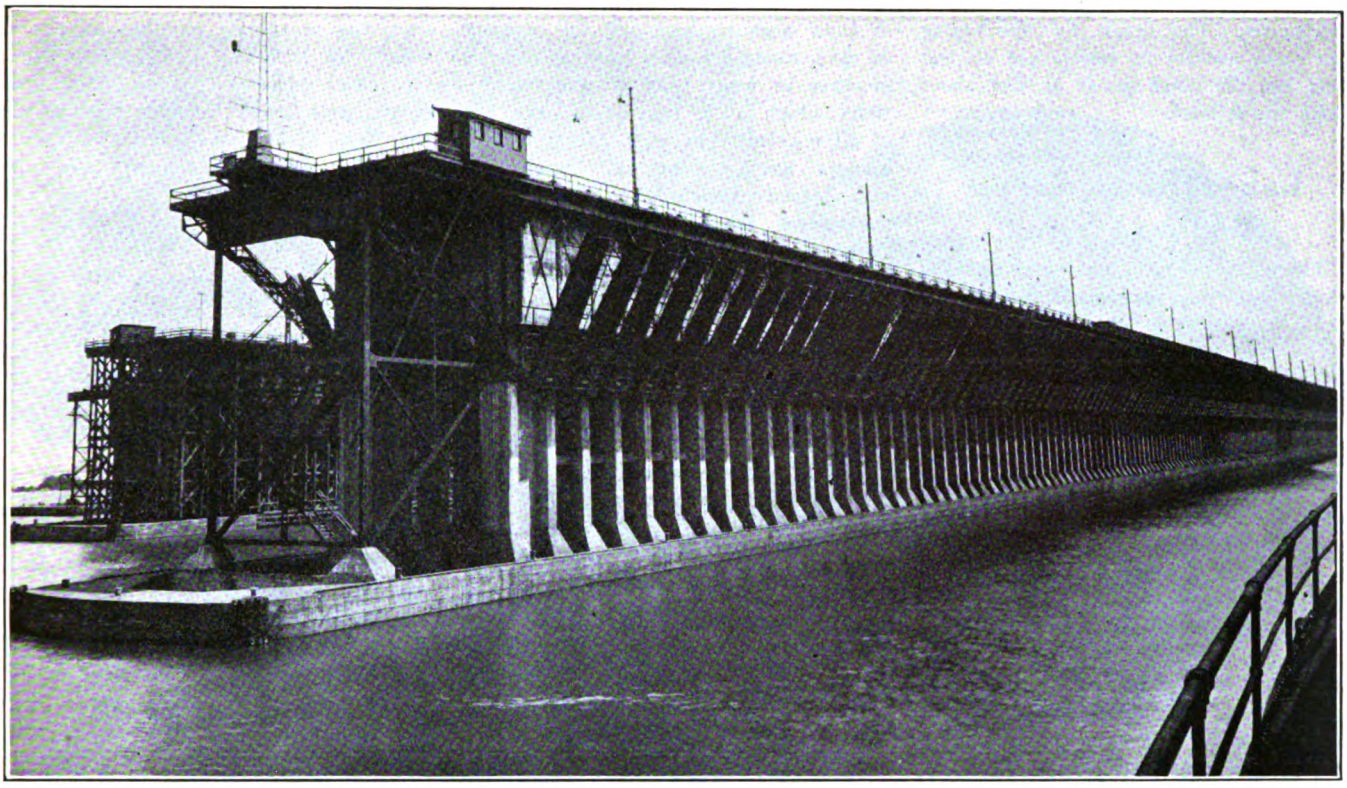

This new ore dock of the Great Northern Railway at Allouez, Wis., has storage capacity for 122,500 tons of ore

New Ore Dock Nearly Half Mile Long

THE newest dock, built this year, for loading iron ore at the head of the Great Lakes, is that of the Great Northern railway, at Allouez, near Superior, Wis. This dock, from which shipments now are being made, is 2100 feet long, and the car platform is 81 feet above the surface of the water. Vessels are loaded on both sides of the dock, and as the latest type of ore boats is 600 feet long, the dock's space could accommodate three such boats on either side.

The dock has 350 pockets into which ore is dumped from the cars, and the holding capacity of the pockets is 122,500 gross tons.

The total rated carrying capacity of six of the newest ore boats is 72,000 tons, but these boats would be capable of carrying 75,000 tons, loaded with 12,500 tons each. The fastest time ever recorded in loading ore at the upper lakes dock was 16½ minutes in pouring 12,507 tons of ore into the Steel corporation's boat, D. G. KERR, at Two Harbors, Minn., in September, 1922. The same cargo was unloaded subsequently at Conneaut, O., in three hours and five minutes.

The new dock of the Great Northern railway follows the usual constructional lines of such docks and could load boats as fast as any other dock, but there has been no particular object in obtaining unusual speed Several hours are taken to load the average cargo at upper lakes docks.

The dock platform has four sets of tracks for receiving the cars from the mines. Originally the ore docks were little more than wood piers; today the docks are built of steel and concrete, there being 11,500 tons of structural steel and 54,000 cubic yards of concrete in the latest. At night, the dock is flooded with light, for safe operation. Each spout from a pocket has a hoisting machine geared to a line shaft, and operated by electric motors. The width of the dock at the pockets is 56 feet, while at the upper railing it is 74 feet. The approximate weight of the dock structure above the concrete piling is 122,500 short tons. The width of the slips on each side of the dock is 202 feet. The dock replaces the old 350-foot pocket timber ore dock, No. 2.

Pockets Have Steel Doors

The pile substructure consists of 4200 new piles and 13,300 re-used piles, a total of 17,500 piles, or 50 for each of the 350 pockets superimposed thereon. No sand or gravel filled crib under the foundation mat was considered necessary. However, in order to give lateral stability to the dock superstructure, two rows of batter piles were driven at 30 degrees to the vertical. Four such piles were driven under each pocket.

Two rows of concrete posts 2 feet 9 inches x 8 feet, one row each side of the dock, extends upward to an elevation of 42 feet at which the steel and concrete superstructure begins. The posts are spaced 12 feet centers and are located directly underneath the bin partitions. The superstructure consists of steel framed bin-bottom girders forming an A-frame at each partition and supported by concrete post.

Regarding operating features, the loosening of the ore from the sides and sloping bottoms of ore cars may be accelerated by the use of compressed air knockers, air taps being available every 24 feet throughout the length of dock. In discharging the ore from dock pockets to vessels, a uniformly smooth and expeditious flow of the ore is assured by the smooth finish of concrete bottoms.

The steel doors leading from the pockets are 7 feet x 4 inches and are operated mechanically from the platform at the top of the dock, by throwing a lever with double attachment to a ¼-inch wire rope for locking or unlocking. Raising and lowering is done by means of a ½-inch wire rope wound on a secondary drum geared to the spout hoist

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mechanism. The spouts for discharging ore from pockets to vessels are 36 feet long and the hinge pin is 41 feet above mean water level.

Labor Difficulties on American Ships

Three years ago, deck officers, engineer officers, seamen, engine room and stewards crew, that is, all personnel on board American ships, were affiliated in some manner with the American Federation of Labor. Today, the deck officers and the engineer officers are no longer affiliated with the American Federation of Labor while the organization known as the Industrial Workers of the World, is bidding strongly for members among the crews of American ships.

The steady and substantial, increase in wages, from 1915 to the peak of American shipping in 1919, was due not to any particular influence or direct efforts of any organization among the crews and officers or to affiliation with the American Federation, but due directly to the tremendous boom in trade and shipping bringing into full force the law of supply and demand which operated to the benefit of the men who carried on the work in connection with the merchant marine. In this connection, it must be bore in mind that the returns to the owners were also greatly increased by the free operation of the same law, so that while these high wages were paid, the operators and owners were amply able to pay.

Before, but in close proximity, to the beginning of the worldwide slump in business in general and shipping in particular, some of the engineer officers, fireroom, deck and stewards' crews having become restless through large wages and over rating the power of their organizations and the scarcity of men, made demands both as regards increase in wages and working conditions which on a fair basis were out of all reason. The ship operators and owners having continually met previous steady demands on the part of the crews, sensing perhaps the near coming slump in business, flatly refused the demands made and in consequence a particularly virulent strike followed. The defeat of the men in this strike completely broke down the power of all organization of labor on shipboard on the eastern coast and during the period of depressed business, wages dropped to a point which under recent improved industrial conditions, proved low enough seriously to deplete the supply. This scarcity of men has increased steadily month by month to the present time with the effect that there is now a serious shortage of labor with consequent increasing wages ashore.

In the meantime, the laudable policy of the government and operators and owners to man their ships with 100 per cent American crews has practically eliminated from the sea labor supply not only the surplus but beyond this point, the better class of foreign seafaring men, who have drifted back to their homes and to other fields of employment. This defection might not have been so serious had it not occurred simultaneously with the improved conditions ashore and the steadily increasing wages and demand for labor in the rehabilitated industries, so that many Americans who had gone to sea drifted back to the better paying jobs ashore.

The recent serious strike of engine, deck, and steward's crews on American ships is a reaction from the present low wages, from the reversion to the old two watch system and from the prosperity existing on shore, which has created a labor shortage. Operators thus must balance their proportionately lower incomes against the changing attitude of capital to labor in industries ashore, must take due cognizance of the cost of living and housing. Increased efficiency and the gradual full Americanization of the crews will result from a correct decision whereas the opposite will surely have the tendency to drive real Americans from the sea, and make the crews of American ships fertile ground for the growth of disloyalty and disorder.

Lake Michigan Receipts

Ports on Lake Michigan received 1,929,660 gross tons of iron ore in July, compared with June receipts of 1,922,680 tons and May receipts of 1,183,990 tons. The total to Aug. 1 is 5,036,330 tons. Total receipts during all of 1922 were 9,089,457 tons. July receipts by ports follow:

Port	Gross tons
South Chicago, Ill.	1,073,182
East Jordan, Mich.	8,374
Boyne City, Mich.	.....
Milwaukee	44,357
Indiana Harbor, Ind.	248,472
Gary, Ind.	555,275
Total	1,929,660

George B. Wright has been made general freight agent for the Detroit & Cleveland Navigation Co. with headquarters at Cleveland succeeding John B. Annis, resigned. Clinton F. Taylor has been made manager of the Northwestern Fuel Co. at Cleveland. He succeeds J. L. Forepaugh, who goes to New York as assistant to the vice president of the Consolidation Coal Co.

City auctioneer Edward W. Foye, Boston, has sold the city steamer MONITOR for $7500 to the Fair Hope Transportation Co., Fair Hope, Ala.

New St. Lawrence Steamer Is Oil Burner

QUALITY of service supplied by river and lake steamers has improved steadily in recent years. This has resulted from a variety of causes, the better appreciation in all lines of business of the needs of the consumer, the more effective competition from railroads and automobiles for passenger and tourist trade, and mechanical improvements which have permitted construction of vessels better adapted for these services.

In the Great Lakes-St. Lawrence river territory, this improvement in vessel design has been steadily pursued so that the ships in that territory rank high in quality of construction and in the character of conveniences offered to the traveler. One of the latest vessels of this type is the RICHELIEU recently placed in service out of Montreal, Que., by the Canada Steamship Lines Ltd. The vessel was built entirely by Canadians, the builder being the Davie Shipyards, Lauzon, Que.

Oil burning engines have been installed, an innovation in this service. The steamer's dimensions are 332 feet length over all, 66 feet beam over guards, 21 feet 6 inches molded depth. Steam is supplied by six Scotch marine boilers actuating triple expansion type engines which develop 4500 horsepower. The RICHELIEU develops a speed of 20 miles an hour. She runs twice a week between Montreal and the Saguenay river.

The design is unusual since all of the 220 staterooms are outside rooms. These include parlors with twin beds and bath en suite, smaller rooms with showers and toilets, and rooms with double lower and single upper berths built echelon. Verandah rooms are provided, these giving a private verandah from which to observe the scenic beauties which are

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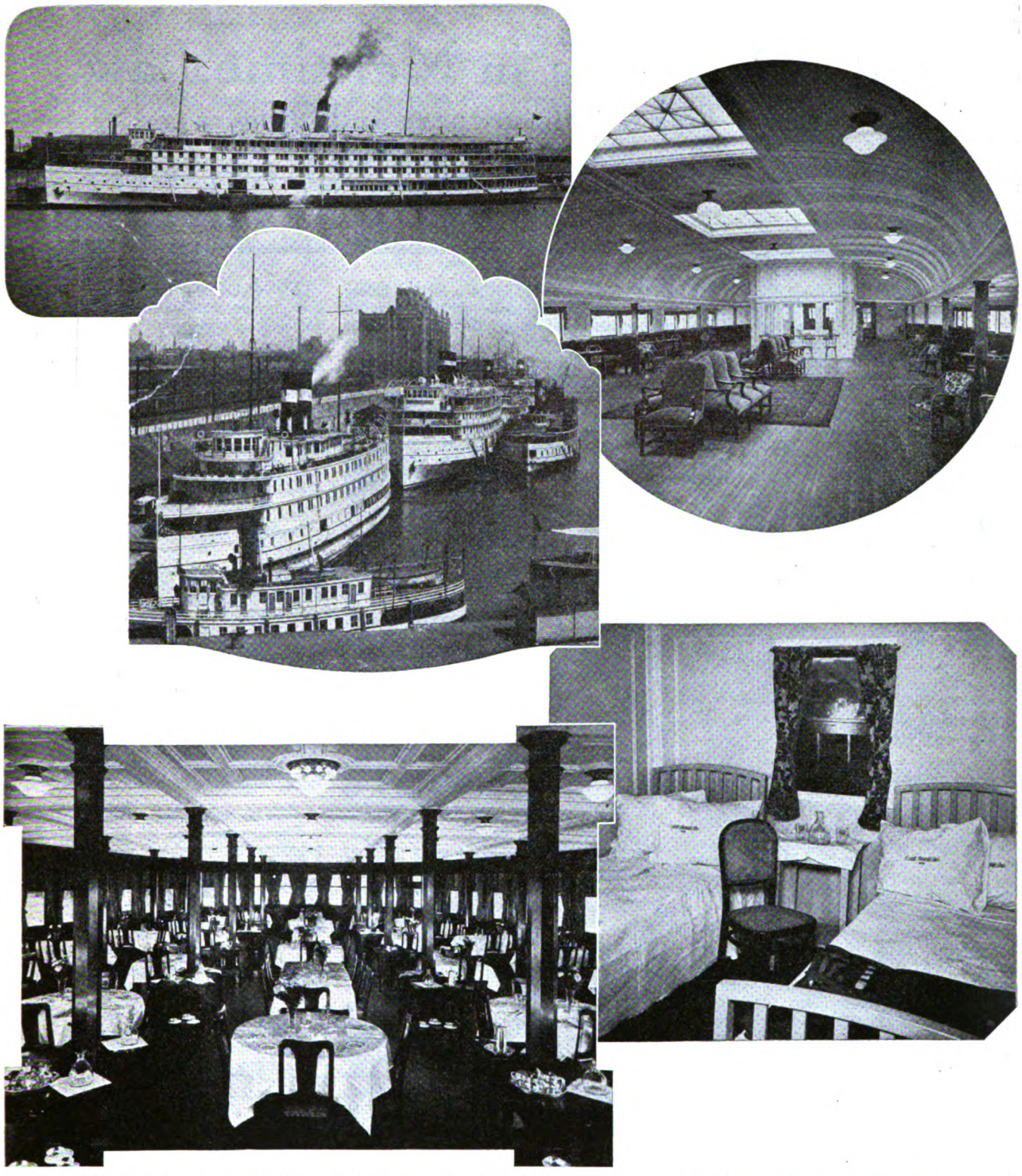

NEW RIVER STEAMER RICHELIEU, OPERATING BETWEEN MONTREAL AND SAGUENAY, IS AN OIL BURNER AND MARKS A NEW ADVANCE IN CANADIAN RIVER CRAFT. THE DETAIL VIEWS SHOW THE OBSERVATION ROOM, TYPICAL STATEROOM AND LARGE DINING SALOON. THE FLEET IS THAT OF THE CANADA STEAMSHIP LINES, LTD., OWNER OF THE RICHELIEU

one of the principal features of the Saguenay route.

The public rooms are entirely separate from the staterooms, affording a greater degree of quiet for those who retire early. The observation room, located aft on the hurricane deck, combines the features of an observation, music, dancing, lounge and tea room. The decorative plan is a white ceiling with sides of French gray with walnut furnishings finished in velour. The smoking room forward on the same deck has walnut paneling with white ceiling and walnut furniture.

Observation windows surround the dining room which is on the main deck aft. This room has a capacity of 150 and opens off of the main entrance hall where the purser's and steward's offices are located.

Fire pumps and life saving apparatus and an electric light plant are provided. The freight carrying capacity is 400 tons while the gangways are so constructed as to permit quick receipt and delivery of the automobiles to be carried.

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Late Decisions in Maritime Law

Legal Tips for Shipowners and Officers

Specially Compiled for Marine Review
By Harry Bowne Skillman
Attorney at Law

SOME liquor, wine and beer, was brought into the port of Seattle on a ship, arriving from a foreign port, and the master failed to include the articles in the manifest filed with the authorities. The government brought action under section 2809 of the revised statutes. General demurrer to the complaint was sustained, and to review judgment of dismissal the United States brought writ of error. The circuit court of appeals sustained the lower court, and held that the master of a ship is not liable for the penalty imposed by section 2809 of the revised statutes, by omitting goods and chattels that are not in a legal sense adapted to or susceptible of entry at the custom house. "While liquor and wine," said the court, "may be the subject of importation for certain restricted purposes, nevertheless, unless the liquor or wine is brought in as authorized by the provisions of the prohibition act (act Oct. 28, 1919, c. 85, 41 stat. 305), it is not merchandise in a legal sense."—United States v. Hana, 276 *Federal Reporter* 817.

* * *

The Culebra slide in the Panama canal was a catastrophic event, short of an act of God, by which the canal temporarily ceased to exist, and the closing of the canal was an "accident of canals" within a charter party, making the charterer not liable therefor.—Gans Steamship Line v. Wilhelmsen, 275 *Federal Reporter* 279.

* * *

Channels within the meaning of the narrow channel rule of article 25 of the rules—the starboard hand rule—has no application to Narragansett bay, which is customarily navigated in all directions and not merely up and down in opposite directions.—LEXINGTON, 275 *Federal Reporter* 279.

* * *

A charterer is bound to return a boat which was in a seaworthy condition when possession was taken in as good condition as she was in at the time of taking possession—reasonable wear and tear excepted.—JOHN CARROLL, 275 *Federal Reporter* 302.

* * *

A mortgagee of a ship is not liable for affreightment or other contracts made by the mortgagor, or his agent, who was really in possession; this is true, it was held in the case of Hecla Mining Co. v. Equitable Trust Co., 275 *Federal Reporter* 552, even though the steamship is registered in the name of the mortgagee.

* * *

"The rule is well settled, both in this country and in England, that the master of a ship, when he issues a bill of lading for goods, must make delivery of all the goods admitted by the bill of lading to have been received. When he signs a bill acknowledging the receipt of a specific quantity of goods, the shipowner is bound to deliver the full amount specified, unless he can show that the whole or some part of it was in fact not shipped. The burden of establishing a short shipment is upon the vessel, and it is only relieved from this obligation by satisfactory proof. * * * If the shipowner seeks to avoid responsibility, by showing falsification of the bill of lading which he duly signed, he bears the onus."—Scott v. W. R. Grace & Co., 275 *Federal Reporter* 340.

* * *

Every steamer is required to have at least one lookout in the eyes of the ship, it was said in the case of STIFINDER, 275 *Federal Reporter* 271. It was further held that when a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel—the primary duty of a sailing vessel is to hold her course and speed, and to do so as long as the steamer can avoid collision.

* * *

"It has been recognized as a rule of admiralty that vessels must not pursue a course close to the pier heads of ferry slips, so as to cause danger to vessels coming out when observing reasonable caution and compliance with the general rules of navigation. * * * It is obvious that a boat may become disabled, or through unavoidable circumstances may be forced into a situation where no warning is possible and where a vessel navigating negligently may suddenly come upon it and cause injury or even death. The rule is mutual. A vessel with power, finding it necessary to proceed alongside or close to a pier end, must so keep herself under control as not to put into sudden danger an unexpected vessel coming out of the slip. A ferryboat leaving a slip may encounter a disabled gasoline craft or a rowboat. The ordinary rules of navigation control such a situation."—S. A. CARPENTER, 275 *Federal Reporter* 716.

* * *

Section 3 of the seaman's act, providing that every master or owner who refuses or neglects to pay wages as required shall pay to the seaman a sum equal to two days' pay for each and every day during which payment is delayed, does not entitle a seaman to recover the penalty from a fund resulting from the sale of the vessel and belonging to a lienholder or mortgagee and in which neither the master nor the owner has any interest.—MOSHULU, 276 *Federal Reporter* 35.

* * *

One who furnishes supplies to a vessel on orders of the authorized local agent of the charterer is entitled to a lien therefor, in the absence of anything appearing to give notice that because of the terms of the charter party the agent was without authority to bind the vessel.—PENN, 276 *Federal Reporter* 118.

* * *

It appeared in the case of SNETIND, reported in 276 *Federal Reporter* 139, that libelant, at the request of the master of the respondent vessel, advanced money to pay off the crew and to pay for new equipment necessary to make the vessel seaworthy, and that if the money had not been paid by libelant, the parties to whom it was paid would have enforced liens on the vessel. The money so paid was repaid in part only by the vessel. It was held that libelant became subrogated to the rights of the lienors, and is in the same position as the party who actually furnished the labor, materials, and supplies.

* * *

The performance of an agreement to arbitrate contained in a charter is not a condition precedent to the right to maintain a libel for breach of the charter.—Atlantic Fruit Co. v. Red Cross Line, 276 *Federal Reporter* 319.

* * *

Except for failure to render proper medical treatment, said the court in the case of FRANK D. STOUT, 276 *Federal Reporter* 382, neither a vessel nor her owner is liable to an indemnity for injuries received by a seaman, unless they were caused by the unseaworthiness of a ship or a failure to supply and keep in order the proper appliances appurtenant, and it was held that the place where libelant seaman was injured, having become dangerous only by reason of the negligence of the mate or winchman, the shipowner was not liable for the injuries.

* * *

Anchorages that do not allow for a double swing of ships at anchor necessarily present the impending peril of one being driven by the wind, and the other swept by the tide. While in many instances, by reason of lack of space, such an anchorage might be justified, where no such necessity exists navigators likely to be affected by the insufficient berth room should be admonished at all times to be upon guard to escape disaster—WEST CHEROW, 276 *Federal Reporter* 585.

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Would Use Federal Funds

According to shipping board commissioner Lissner, A. D. Lasker, ex-chairman, believes that the shipping board should use the necessary money out of its construction fund, which is approximately $125,000,000, for building two liners of the size of the GEORGE WASHINGTON, with a speed of 23 knots. These ships it is estimated will cost around $50,000,000. It is also considered advisable to use a part of the construction fund to convert some of the present shipping board vessels to diesel drive.

Navigation Congress Meets in London

TWENTY-EIGHT countries were represented at the International Navigation congress which was held in London early in July. A number of delegates came from the United States, including representatives of the shipping board. All the other principal maritime nations including Great Britain, Holland, Belgium, France, Italy, Japan, etc, also were represented.

Among the questions discussed were the improvement of canal and harbor facilities in view of the increasing size of ships, unloading facilities, fog signalling and motorships.

The congress was opened on July 2 by the Duke of York. Sir Ernest Glover, president of the Chamber of Shipping of the United Kingdom, who presided, commented on the fact that ocean transportation is now as cheap as it was before the war. In May, he said, the freight on grain from New York to Liverpool was less than 10 cents per hundredweight in contrast to which the railroad freight from Liverpool to London is 30 cents per hundredweight.

Smaller Ships or Bigger Docks

The discussion on canal and harbor facilities brought out considerable difference of opinion as to whether the size of ships should be limited in the future or existing canals and harbors enlarged. Dock and harbor authorities are becoming alarmed over the constant increase in the size of ships which they say is tending to make the cost of harbors and canals prohibitive. The complaint of the dock authorities is that the cost of deepening existing berths increases as the cube of the depth. Sir John Biles pointed out that shipowners are equally affected, since the cost of building large ships increases also as the cube of the depth, but this consideration, he asserted, will not prevent shipowners, or indeed dockowners, from giving attention to the devolpment of ships of economical design from the point of view of operation, regardless of size.

On the other hand, L. H. Savile, civil engineer-in-chief of the British admiralty, said that although the average tonnage of ships, especially smaller ones from 5000 to 8000 tons, would tend to increase, it is unlikely that there will be any great increase in the maximum size of ships in the near future as compared with the pre-war period.

Dealing with this question from the standpoint of canal owners, E. Quellennec, consulting engineer, Suez Canal Co., Paris, said that the improvements to the Suez canal authorized in 1912 which would be completed next year, would permit the passage of ships of 28,000 tons with a draft of 33 feet. He announced that a new program of improvements has just been authorized which will eventually enable the Suez canal to handle ships with 35-foot draft. For this purpose the canal is to be deepened to 43 feet. It was further stated that the Canal company is prepared to dredge the waterway to any depth which may be necessary to meet the demands of shipowners. This would indicate that whatever may be the attitude of dock authorities as a whole toward the problem of providing deep-water berths and deep approach channels to meet the increasing draft of ships, one waterway authority at least recognizes that the economy of the deep-draft ship, from the shipowning point of view, may override other considerations.

The representative of the dock and harbor authorities at the congress also brought forward the question of making greater use of ships' gear for unloading cargo. Reports were presented which dealt with the relative advantages of ship equipment and dock equipment for unloading purposes. It was evident at an early stage of this discussion that the particular equipment selected for any port depends on the character of its trade. Shipowners are anxious to reduce any delays in port which add to the cost of transport. It was the consensus of opinion that up-to-date ports should be fully equipped and should not depend to any appreciable extent on ships' gear for loading and unloading.

Capt. F. Chambers, representing the United States, said that the American Association of Port Authorities has just appointed a committee, of which Dr. Brysson Cunningham and he are members, to inquire what steps can be taken to bring about a greater degree of co-ordination between port authorities in all countries and to determine what economies may be effected by greater uniformity in dock design and equipment. Sir Ernest Glover, the chairman of the congress, announced that the whole subject of port equipment would be referred to a committee which would include representatives of all the principal shipping nations.

Fog Signalling By Wireless

Dealing with the question of fog signalling, Capt. C. L. Hussey, naval attache American embassy, London, asked the congress to consider the international adoption of a system of under-water signals by which ships may give out information as to their course and receive information from other vessels. It has been shown, he said, that by the use of the radio compass and position finder ships can safely approach harbors in thick weather. Although comparatively few vessels, he said, have yet been fitted with transmitting apparatus, several thousand ships have been equipped with receiving devices. Captain Hussey said it was the opinion of the American delegation that if rules for the use of this type of apparatus were incorporated in the general rules regarding navigation, the wireless system of fog signalling would come into general use even if it were not made compulsory.

This view was also the opinion of Capt. F. R. Harrold, British navy, who said that collisions at sea in foggy weather are not due to faults of seamanship but to the inadequacy of the present rules and regulations. He strongly advocated a system of course signalling.

Sir John Cadman presented a report dealing with the development of motorships. He said that there are now 14,500,000 tons of oil burning ships in operation, excluding motorships. The motorship is now finding favor with shipowners although its first cost is from 10 to 15 per cent higher than for a steamship and it has a shorter life. These factors, Sir John said, are counterbalanced by the saving in operating expenses which is said to amount in many cases to 30 per cent. Although the gradual replacement of the steamship by the motorship is to be expected, it is not believed that this tendency is likely to affect high-speed passenger services, for which steamships are likely to be preferred for some time to come.

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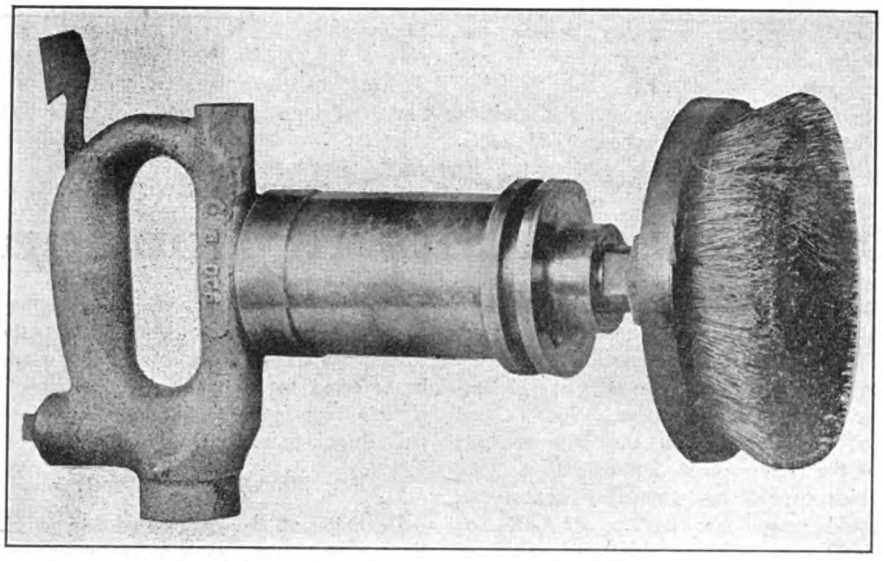

PNEUMATIC BRUSH OPERATES AT A SPEED OF 5000 REVOLUTIONS PER MINUTE

Introduces Pneumatic Rotary Brush

Needs of foundrymen and others requiring a portable device for cleaning flat surfaces are served by a pneumatic rotary brush recently designed by the J. W. Paxson Co., Philadelphia. In addition to cleaning castings it is claimed that it is equally efficacious in cleaning steel and iron sheets, wood, stone, cement surfaces or in fact any large expanse of surface which can not conveniently be taken to a fixed brush. The brush made of No. 33 crimped steel wire in a twisted base inserted in a fiber block is operated by a motor constructed on the turbine principle claimed to be specially adapted to devices of this character on account of its lightness, strength and durability. At a pressure of 50 pounds the motor develops a speed of 5000 revolutions per minute.

Late Marine Patents

Copies of any one of these patents can be obtained by forwarding 25 cents in stamps to Siggers & Siggers, patent attorneys, National Union building, Washington, mentioning MARINE REVIEW.

1454967—Screw propeller and similar appliances, James H. W. Gill, Norfolk, England, assignor to Gill Propeller Co., Ltd., King's lane, England.

1454976—Reverse mechanism for power boats, Ira C. Matthiessen, Ithaca, N. Y.

1455159—Boat launching mechanism, George Wright, South Orange, N. J.

1455230—Boat and apparatus for the propulsion thereof, Victor A. Shaw, Brooklyn.

1455513—Ship's hatch, Edward E. von Tell, Gottenberg, Germany.

1455591—Marine propeller, George W. Lawson, New York.

1455716—Mechanism for propelling vessels, E. G. Dery and Arthur P. Clute, Quincy, Ill.

1455833—Boat, Arthur C. Dale, New Orleans.

1456168—Pneumatic life raft, Charles C. Witmer and Beckwith Havens, Hammondsport, N. Y., assignors to Airships, Inc., Hammondsport, N. Y.

1457700—Mechanism for sinking torpedoes, John Hays Hammond Jr., Gloucester, Mass.

1458019—Life preserver, Tokijiro-Aoki, Tokyo, Japan.

1458154—Boat. William B. Shearer, New York, assignor to International Torpedo Boat Corp., Wilmington, Del.

1458792—Draft rigging. Ira Orville Wright, Baltimore, assignor to the T. H. Symington Co., New York.

1458822—Life saving device. Elijah T. Halter, Philadelphia.

1458844—Submarine boat. Frederick Stanley Perkins, Milwaukee.

1458880—Lifeboat apparatus. Frank Archie Graham, Harbor Springs, Mich.

1459220—Ship siren. John J. Krause, Portage, Pa.

1459245—Life saving belt. Wawzyniec Paradowski, Toledo. O.

1459297—Bicycle boat. Gustav Swan, Sioux Falls, S. D.

1459330—Pump for boat propelling devices. Gottfried Gustafson, Brooklyn, N. Y.

1459714—Vessel locating and recovering means. Joseph T. Bishop, Toledo, O., assignor of one-half to James A. Pecord, Toledo.

1459768—Anchor. Frederick James Jackson, Auckland, New Zealand.

1459979—Wind propelled ship. Frank Otto Kohn, Hudson, Iowa.

1460430—Life belt, Fred Morse, New Haven, Conn.

1460483—Life buoy, Gustave Haack, Madison, Wis.

1460676—Mold for making ship hulls and like floatable structures, Edward A. Larsen, Larkspur, Cal.

1461195—Fastening means for ships' plates, Waldemar Meyer, Woodhaven, N. Y.

1461220—Submarine signaling, Charles R. Moore, Wyoming, N. J., assignor to Western Electric Co., New York.

1461551—Ship propulsion system, Campbell MacMillan, Schenectady, N. Y., assignor to General Electric Co.

1461552—Ship propulsion system, Campbell MacMillan, Schenectady, N. Y., assignor to General Electric Co.

1461553—Electric ship propulsion, Albert H. Mittag, Schenectady, N. Y., assignor to General Electric Co.

1461575—Ship propulsion system, Frederich H. Clough, Hilmorton, near Rugby, assignor to General Electric Co., Schenectady, N. Y.

1461576—Ship propulsion system, Frederich H. Clough, Hilmorton, near Rugby, assignor to General Electric Co., Schenectady, N. Y.

1461691—Method of and means for propelling and controlling vessels. Thomas G. Tulloch, London, England.

1461697—Propelling attachment for boats, John H. Coughlan, New York.

1462769—Collapsible boat, Antonio V. Santarsiero, New York.

Shipping Board Sales

HAHIRA, steel tanker, 10,238 deadweight tons, 7235 gross tons, bought by the Atlantic Refining Co., Philadelphia.

HULACO, steel tanker, 10,238 deadweight tons, 6972 gross tons, bought by the Associated Oil Co., San Francisco.

U. S. Tractor Pulls Barge

Substitution of an American tractor for the barge horses commonly used in towing has been successfully carried out at Colwick, near Nottingham, England, says Vice Consul H. C. Bair, in a report to the department of commerce. A tractor weighing a little over a ton was used for hauling a loaded gravel barge with a total tonnage of 80 tons for a distance of about three miles. The trip was completed in 55 minutes. This method of hauling a barge is unique in the United Kingdom and was adopted by the Trent Concrete Co. The experiment was quite successful, as the tractor was able to make five round trips a day, compared with about 2½ trips made with three horses towing one barge, thus practically doubling the capacity of the old system.

At the Atlantic conference of steamship lines held at the Hague early in July, the question of prohibition was not discussed, as it was unanimously agreed that this question was one for the different governments to settle through diplomatic channels.

Statistics just compiled show that in 1922 Vancouver, B. C., shipped 14,460,000 bushels of grain and 161,000,000 feet of lumber. Ocean lines calling at that port number 42 and last year 16,641 vessels of 12,233,000 gross tons entered, the year's record registering a large gain over 1921.

For the year ended June 30, vessels engaged in foreign trade entering New York numbered 5548 with a total net tonnage of 21,091,015. The clearances were 5805 vessels with a net tonnage of 22,236,694.

The former government mine planter MAJOR SAMUEL RINGGOLD has been sold to Thomas Crowley who is converting the vessel into a combined towboat and salvage vessel to be stationed at Seattle.

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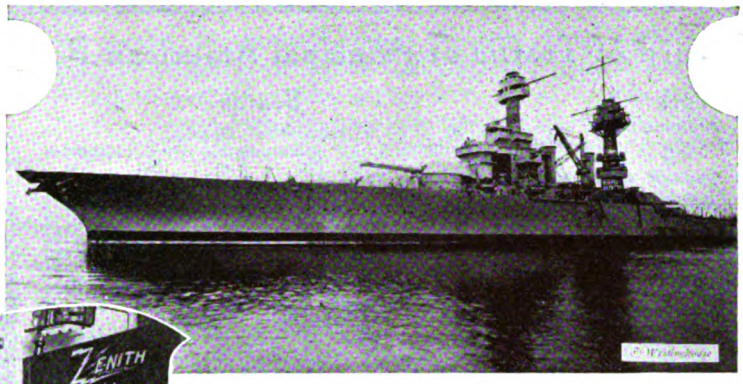
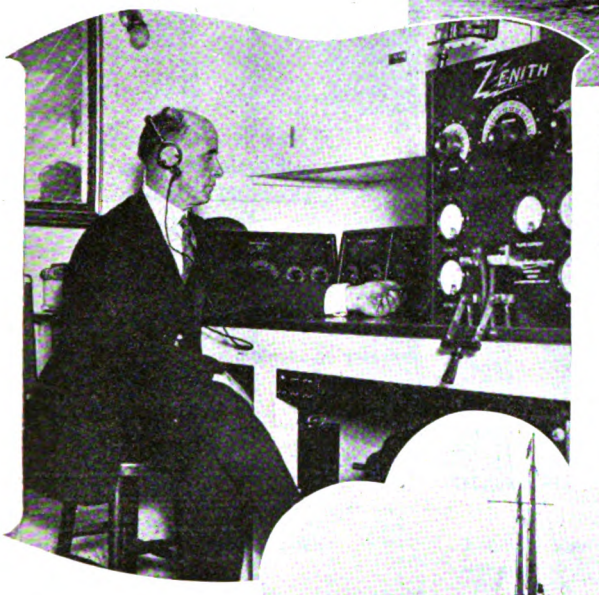
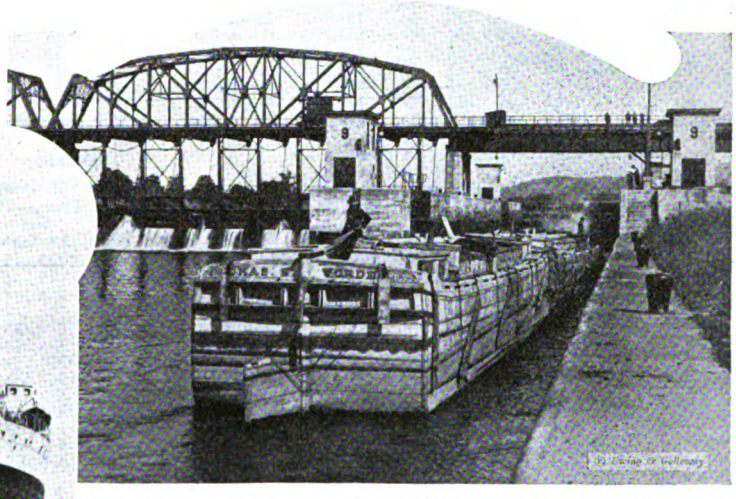
Photographs from Far and Near



Battleship Colorado, built at Camden, N. J., and now ready to go into commission. She has electric drive and carries eight 16-inch guns. With her sister ship West Virginia, she is the last battleship to be built in this country during the 10-year naval holiday

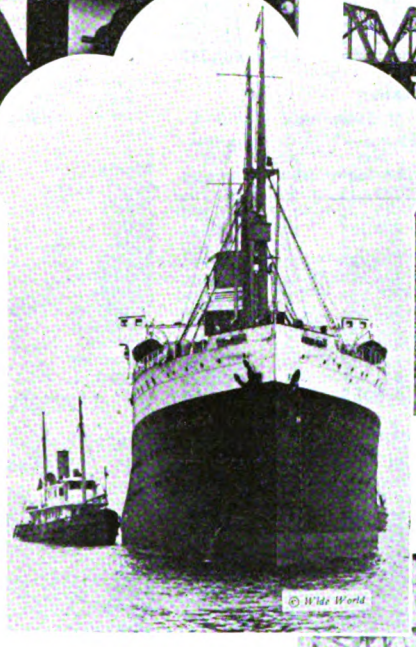
Donald MacMillan, polar explorer, in the wireless room of his schooner, ready for another Arctic voyage



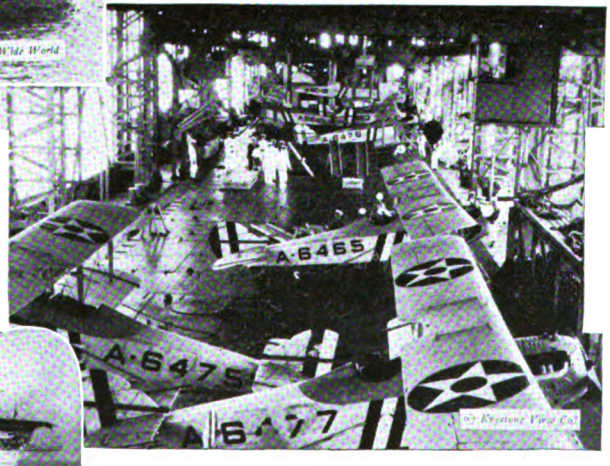


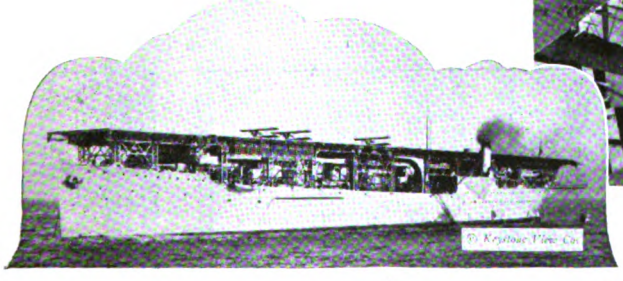
Barges at Lock 9, New York state canal, near Amsterdam. More freight is using the canal but the total is still small

Albert Ballin, largest liner built by Germans since the war, on arrival at New York. The side bulges are to reduce rolling



U. S. S. airplane carrier Langley and the deck on which she carries 30 planes. Elevators raise them to the upper platform





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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	462	1,799,886	490	1,962,302
June	466	1,799,908	518	2,075,654
May	500	1,849,548	501	1,874,019
April	469	1,818,531	467	1,788,555
March	477	1,764,093	494	1,857,212
February	395	1,437,919	413	1,529,096
January	423	1,679,843	439	1,690,010
December, 1922.	397	1,569,778	473	1,819,341
November	426	1,626,068	463	1,805,798
October	452	1,846,327	467	1,848,637
September	519	1,985,981	542	2,104,884
August	515	1,772,837	508	1,865,798
July	509	1,928,541	520	1,977,690

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	109	269,158	77	177,700
June	102	257,507	69	191,633
May	105	267,441	82	207,209
April	87	218,177	83	229,333
March	111	306,580	76	209,261
February	67	160,678	54	139,701
January	98	287,240	64	182,402
December, 1922..	78	209,962	63	167,736
November	75	221,130	78	241,326
October	80	205,137	73	202,326
September	103	261,963	74	224,079
August	104	273,123	76	222,478
July	116	307,058	84	248,337

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	41	108,465	108	296,197
June	36	107,218	66	190,218
May	62	188,850	93	286,420
April	21	65,350	73	212,453
March	16	51,333	71	200,858
February	8	24,958	42	130,121
January	14	41,127	44	121,152
December, 1922..	19	52,716	40	137,081
November	6	21,036	38	118,738
October	17	44,423	46	149,670
September	5	22,051	45	132,751
August	15	43,887	51	158,879
July	22	62,986	55	158,254

San Francisco

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	68	244,530	58	189,348
June	59	204,204	65	227,566
May	64	230,778	69	244,321
April	61	199,831	63	227,467
March	50	168,399	71	237,195
February	47	165,333	60	214,686
January	51	156,249	65	216,083
December, 1922..	54	187,648	68	234,385
November	42	154,024	42	154,280
October	59	159,855	69	261,687
September	52	163,697	65	233,079
August	65	221,288	68	219,326
July	64	194,586	55	191,574

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	130	390,465	137	395,206
June	140	407,872	135	406,138
May	156	476,041	160	468,248
April	159	470,698	138	416,969
March	123	375,762	117	354,803
February	80	240,133	94	275,291
January	115	322,661	110	306,393
December, 1922..	110	322,948	104	380,616
November	114	361,162	132	403,593
October	97	289,239	101	304,431
September	107	333,387	112	298,444
August	110	326,163	106	300,080
July	103	320,104	90	280,394

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	30	148,607	32	149,239
June	36	147,186	39	184,732
May	29	133,752	37	159,393
April	32	141,569	31	133,950
March	28	129,070	30	138,428
February	26	120,548	39	156,258
January	27	125,551	36	155,129
(Inclusive of Domestic)				
December, 1922.	201	560,159	198	564,367
November	138	374,871	139	374,871
October	164	417,901	148	406,498
September	159	375,340	159	382,079
August	162	396,363	153	387,908
July	140	373,211	137	371,526

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	237	602,017	227	587,966
June	230	584,271	226	572,211
May	221	550,817	237	603,128
April	234	612,572	237	623,539
March	253	648,990	269	682,080
February	204	559,638	206	539,965
January	242	713,589	233	695,524
December, 1922.	211	543,884	222	573,111
November	220	598,306	219	599,150
October	239	630,306	235	625,605
September	212	555,017	223	571,299
August	249	625,819	250	629,150
July	227	570,709	236	601,740

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	146	337,033	85	174,106
June	176	319,135	128	176,853
May	159	328,183	108	176,845
April	106	328,372	67	197,510
March	106	330,766	51	139,776
February	102	323,880	48	128,949
January	148	429,849	61	160,090
December, 1922.	138	383,366	61	181,975
November	130	357,264	59	123,255
October	149	408,855	91	217,899
September	193	511,027	101	248,328
August	192	449,871	116	203,774
July	159	324,795	94	229,492

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	73	136,242	66	123,405
June	64	136,311	61	132,863
May	74	167,509	74	174,851
April	85	199,871	82	163,074
March	88	203,032	88	206,285
February	83	186,479	72	160,777
January	77	145,151	67	153,001
December, 1922.	66	123,746	56	119,821
November	68	147,775	53	130,769
October	59	143,207	52	110,398
September	66	121,037	51	85,801
August	60	112,431	65	137,552
July	79	152,475	73	138,543

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	78	265,294	56	187,987
June	87	212,483	53	175,799
May	78	246,275	53	179,360
April	87	269,264	72	165,302
March	115	251,459	90	185,155
February	86	148,957	83	137,564
January	91	153,564	92	141,332
December, 1922.	133	132,114	76	83,537
November	110	111,803	111	112,934
October	117	115,548	138	94,522
September	61	127,969	96	133,561
August	52	143,931	43	117,758
July	44	125,139	48	138,275

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923	88	96,514	86	97,260
June	93	105,045	93	102,123
May	97	102,033	95	101,422
April	84	85,964	83	88,475
March	91	88,639	90	83,220
February	69	68,735	64	68,658
January	89	81,622	86	79,210
December, 1922.	74	77,623	78	85,839
November	69	71,740	70	71,705
October	61	67,755	64	77,225
September	57	64,645	59	62,676
August	65	69,962	61	65,883
July	67	80,673	67	85,336

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923.....	8	18,148	9	17,770
June	7	22,613	8	25,941
May	8	16,470	11	17,781
April	22	75,012	29	100,274
March	29	94,128	31	83,391
February	33	91,190	36	100,312
January	49	144,429	42	126,949
December, 1922.	48	144,019	48	136,247
November	22	45,567	21	46,755
October	27	60,114	22	49,594
September	32	68,125	27	57,609
August	28	42,746	28	47,459
July	19	39,950	20	39,571

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
July, 1923.....	18	53,071	22	60,711
June	27	77,392	31	90,636
May	26	67,494	23	63,395
April	26	81,582	27	83,365
March	31	95,905	30	89,323
February	31	87,315	31	87,703
January	28	93,564	28	93,587
December, 1922	22	66,619	17	57,279
November	14	41,665	15	40,606
October	19	52,065	19	46,054
September	26	68,878	26	73,540
August	22	63,662	22	59,974
July	23	66,833	23	61,655

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net tonnage
July, 1923.....	70	178,601	77	198,200
June	77	178,013	82	209,893
May	78	181,759	97	256,745
April	65	162,317	77	209,388
March	58	170,841	97	287,278
February	48	146,944	76	233,591
January	69	219,967	89	282,889
December, 1922.	64	214,952	79	260,159
November	56	174,964	87	304,352
October	59	156,587	85	260,702
September	48	144,403	56	187,724
August	59	180,814	63	203,194
July	52	165,276	50	186,201

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. Ships	Net Tonnage	—Clearances— No. Ships	Net Tonnage
July, 1923.....	19	66,048	24	86,474
June	22	87,147	25	87,419
May	16	58,889	21	72,663
April	17	62,287	22	84,940
March	16	69,514	22	78,124
February	13	46,219	18	66,446
January	12	47,848	25	97,674
December, 1922	13	46,245	31	104,065
November	18	63,016	32	106,367
October	24	91,306	26	103,602
September	27	106,768	36	129,215
August	20	77,251	28	86,510
July	14	53,112	15	57,109

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Marine Business Statistics Condensed

Port Traffic Record

Houston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
July, 1923	48	42,447	48	177,666
June	49	72,875	50	197,081
May	54	60,640	50	182,691
April	47	72,722	55	119,521
March	54	69,428	51	135,906
February	49	50,379	48	167,872
January	49	36,744	52	146,532
December, 1922	58	70,948	53	195,322
November	65	72,192	63	215,043
October	55	57,106	53	168,254
September	43	46,600	43	97,005
August	35	40,503	32	63,281
July	29	30,909	32	73,299

Port Arthur, Tex.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923	52	161,207	57	174,651
May	59	187,057	64	206,089
April	58	191,158	56	188,376
March	64	188,176	55	169,005
February	52	172,273	44	142,554
December, 1922	59	210,778	65	218,274
November	42	143,551	47	154,010
October	68	227,039	66	217,502
September	53	158,181	57	168,681
August	69	227,941	70	224,654
July	88	296,956	82	270,263
June	81	271,752	87	285,633

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
June, 1923	7	25,466	5	17,238
May	9	31,731	8	38,870
April	10	33,783	12	41,352
March	8	31,910	8	34,367
February	17	56,353	10	39,840
January	13	45,175	12	52,651
December, 1922	6	23,609	8	29,871
November	11	47,565	10	31,470
October	9	31,293	9	31,232
September	30	84,037	13	40,223
August	18	61,741	11	38,649
July	10	19,279	7	22,228
June	10	31,095	7	17,423

July Ore Shipments

Lake vessels carried the second largest month's total of iron ore during July when they loaded 10,411,248 gross tons. The record is held by July, 1918 with 10,659,203 tons while July, 1917 with 10,241,633 tons and August, 1917 with 10,146,786 tons are the only other months in which the 10,000,000-ton mark has been passed. Last month's total is 1,468,912 tons ahead of July last year and the season's record up to Aug. 1 of 26,596,731 tons is 9,303,218 tons greater than in the like period of 1922. Shipments by ports follow:

Port	July, 1923	To Aug. 1, 1923
Escanaba	1,123,048	3,119,695
Marquette	534,024	1,335,973
Ashland	1,184,462	3,067,616
Superior	3,013,851	7,648,581
Duluth	3,450,915	8,324,974
Two Harbors	1,104,948	3,099,892
Total	10,411,248	26,596,731
1923 increase	1,468,912	9,303,218

Representatives of publicly and privately owned terminals at Pacific northwest ports have formed the Pacific Northwest Terminal Tariff bureau with W. S. Cahill, of the Seattle port commission as president. The purpose is to formulate a uniform terminal tariff for all the properties interested.

Lake Erie Ore Receipts

Out of a total of 10,411,248 gross tons of iron ore shipped from the Lake Superior district in July, 7,861,431 tons were delivered to Lake Erie ports. This compares with 7,250,586 tons received in June and 4,279,320 tons in May, a total of 19,391,337 tons received up to Aug. 1. Total receipts during all of 1922 were 32,518,784 tons. July receipts by ports follow:

Port	Gross tons
Buffalo and Port Colborne	1,044,157
Erie	298,092
Conneaut	1,512,104
Ashtabula	1,880,588
Fairport	339,078
Cleveland	1,560,827
Lorain	555,239
Huron	176,838
Toledo	285,781
Detroit	208,727
Total	7,861,431

Record of Traffic Through Panama Canal

		Atlantic to Pacific traffic —Panama Canal— No. of ships	Net tonnage	Tons of cargo	Pacific to Atlantic traffic —Panama Canal— No. of ships	Net tonnage	Tons of cargo	Total traffic through canal —Panama Canal— No. of ships	Net tonnage	Tons of cargo
1923										
June	American	131	705,481	385,843	115	607,950	1,022,421	246	1,313,431	1,408,264
	Foreign	96	405,816	270,146	75	316,655	418,036	171	722,471	688,182
	Totals	227	1,111,297	655,989	190	924,605	1,440,457	427	2,035,90	2,096,446
May	American	133	715,061	406,699	120	651,504	1,096,175	253	1,366,565	1,502,874
	Foreign	96	424,600	335,652	70	337,249	426,557	166	761,849	762,209
	Totals	229	1,139,661	742,351	190	988,753	1,522,732	419	2,128,414	2,265,083
April	American	123	662,300	331,114	116	637,178	1,041,481	239	1,299,478	1,372,595
	Foreign	81	360,318	322,255	84	347,894	492,295	165	708,212	814,550
	Totals	204	1,022,618	653,369	200	985,072	1,533,776	404	2,007,690	2,187,145
March	American	119	635,992	348,598	96	509,443	819,204	215	1,145,435	1,167,802
	Foreign	114	505,290	329,890	80	337,467	443,236	194	842,757	773,126
	Totals	233	1,141,282	678,488	176	846,910	1,262,440	409	1,988,192	1,940,928
February	American	97	486,186	325,835	82	422,871	633,458	179	908,673	959,293
	Foreign	78	354,190	237,604	69	266,300	366,381	147	620,874	603,985
	Total	175	840,376	563,439	151	689,171	999,839	326	1,529,547	1,563,276
January	American	88	450,254	313,094	67	320,300	462,245	155	770,554	775,339
	Foreign	106	473,524	285,649	91	366,614	530,944	197	840,138	816,593
	Total	194	923,778	598,743	158	686,914	993,189	352	1,610,692	1,591,932
1922										
December	American	78	363,857	328,924	68	344,847	551,907	146	710,704	880,831
	Foreign	83	352,020	231,494	75	312,539	422,777	158	664,559	654,271
	Total	161	717,877	560,418	143	657,386	974,684	304	1,375,263	1,535,102
November	American	65	324,783	234,500	55	273,293	416,515	120	598,076	651,015
	Foreign	83	370,180	266,878	91	369,024	508,967	174	739,204	775,845
	Total	148	694,963	501,378	146	642,317	925,482	294	1,337,280	1,426,860
October	American	70	328,229	264,171	51	250,606	385,196	121	578,835	649,367
	Foreign	89	384,223	300,904	84	347,334	495,592	173	731,557	796,496
	Total	159	712,452	565,075	135	597,940	880,788	294	1,310,392	1,445,863
September	American	54	260,249	226,741	53	235,008	315,898	107	495,257	542,639
	Foreign	72	322,167	241,095	61	252,986	354,454	133	575,153	595,549
	Total	126	582,416	467,836	114	487,994	670,352	240	1,070,410	1,138,188
August	American	58	261,613	257,674	48	236,669	305,838	106	498,282	563,512
	Foreign	83	350,249	299,087	68	235,602	303,351	151	585,851	602,438
	Total	141	611,862	556,761	116	472,271	609,189	257	1,084,133	1,165,950
July	American	52	250,378	246,471	55	272,868	335,154	107	523,246	581,625
	Foreign	76	323,853	295,941	68	280,772	333,534	144	604,625	629,475
	Total	128	574,231	542,412	123	553,640	668,688	251	1,127,871	1,211,100
June	American	57	256,060	269,098	45	205,063	211,373	102	461,123	480,466
	Foreign	78	338,136	317,284	48	171,454	179,728	126	509,590	497,012
	Total	135	594,196	586,377	93	376,517	391,101	228	970,713	977,478
		Vessels in Ballast								
1923										
June	American	70	422,173	9	0	0	0	70	422,173	0
	Foreign	27	118,540	0	2	7,255	0	29	125,795	0
	Totals	97	540,713	0	2	7,255	0	99	547,968	0
May	American	72	422,947	0	3	10,658	0	75	433,605	0
	Foreign	23	87,784	0	2	4,750	0	25	92,534	0
	Totals	95	510,731	0	5	15,408	0	100	526,139	0
April	American	67	393,895	0	3	18,837	0	70	412,735	0
	Foreign	11	44,214	0	2	9,412	0	13	53,626	0
	Totals	78	438,109	0	5	28,249	0	83	466,358	0
March	American	60	359,006	0	4	7,841	0	64	366,847	0
	Foreign	35	144,223	0	3	9,915	0	38	154,138	0
	Totals	95	503,229	0	7	17,756	0	102	520,985	0
February	American	36	229,578	0	0	0	0	36	229,578	0
	Foreign	24	105,848	0	3	7,486	0	27	113,334	0
	Total	60	335,426	0	3	7,486	0	63	342,912	0
January	American	29	181,617	0	2	10,141	0	31	191,758	0
	Foreign	26	109,586	0	1	4,942	0	27	114,528	0
	Total	55	291,203	0	3	15,083	0	58	306,286	0

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Vessel	Date	Nature	Place	Damage resulting
Astrakhan	July 7	Explosion	Beaumont	Not stated
Augusta	July 20	Ashore	Boston harbor	Not stated
Aledo	July 24	Pipe leak	Kalmar	Cargo dam.
Annahuac	July	Ashore	Off Portland	Heavy
Benjamin A. Smith	Aug. 4	Ashore	Yarmouth bay	Total loss
Cockaponset	July 10	Disabled	Fayal	Machy.dam.
Coeur D'Alene	July 14	Disabled	Constantinople	Machy.dam.
City of Dunkirk	July 15	Collision	Nagasaki	Not stated
Colusa	July 18	Disabled	London	Cyl. dam.
Crampton Anderson	July 25	Grounded	off South pass	Floated
Carter	July 29	Gale, leak	Lake Ontario	Sunk
City of Freeport	Aug. 6	Disabled	Sandy Hook	Not stated
D. M. Cox	July 11	Fire	Erie canal	Destroyed
Diana Dollar	July 21	Disabled	Gibraltar	Blade broke
Duel	July 23	Fire	Hamburg	Damaged
Devolente	July 18	Grounded	off Benici	Not stated
Dochet	July	Disabled	at sea	Lost blade
E. L. Doheny III	July 24	Disabled	Panama canal	Blade broke
E. B. Morris	July 29	Grounded	Erie	Jettis.cargo
Elm Park	July 26	Struck rock	at sea	Plates dam.
Eknaren	July 30	Fire	Colon	Slight
Friefeld	Aug. 2	Collision	nr. Mobile	Hole in bow
Farnum	Aug. 3	Disabled	Jacksonville	Cylinder fractured
Glenellen	July 18	Ashore	Crossover light	Stranded
Golaa	July 20	Touched bot.	Frying Pan shoals	Not stated
Georgina Rolph	July 27	Grounded	San Francisco	Undamaged
Georges Creek	Aug. 4	Disabled	Boston	Cyl. dis.
Harry Farnum	July 19	Disabled	below Mobile	Steerer dis.
Henry Bessemer	July 22	Collision	Detroit river	10 plates dam.
Henderson	July 28	Fog	Strait of Juan de Fuca	Slight
I. L. Bell	July 30	Struck	Little Rapids cut	Considerable
Irene	July 27	Grounded	Red Hook	Floated
Juno	July 23	Stranded	Beaufort bar	May be total loss
John A. Donaldson	Aug. 1	Grounded	St. Marys river	Jettis. cargo
John Bracewell	July	Not stated	Bass river	Damaged
John D. Archbold	July 22	Disabled	San Francisco	Not stated
James Barbour	July 26	Listed	Hillsboro	Filling with water
John Dunn, Jr.	Aug. 4	Collision	nr. Brush point	Slight
J. A. Roebling	Aug. 4	Collision	nr. Brush point	Slight
Katahdin	Aug. 2	Collision	nr. Mobile	Slight
Lingfield	July 10	Damaged	Montreal	Blades broken
L. C. Hanna	July 24	Ashore	nr. Milwaukee	Heavy
Luzon	July 14	Grounded	St. Clair canal	Jettis. cargo
La Marseilles	July 30	Heavy weather	at sea	Steerer dam.
Laverna	July 30	Grounded	Boston	Undamaged
Meanticut	July 20	Ashore	nr. Dungeness	Not stated
Mohawk	July 20	Collision	off Sabins point	Heavy
Macerata	July 24	Grounded	off Cape Henry	Undamaged
Martha Hemsoth	July 27	Disabled	Baltimore	Not stated
Mexicano	July 30	Disabled	Jacksonville	Feed pumps dis.
Monterey	July 28	Collision	Strait of Juan de Fuca	Not stated
Maricopa	July 22	Grounded	Little Rapids cut	Not stated
Mary J. Kennedy	Aug. 1	Was struck	New York	Badly dam.
Oneida	Aug. 2	Disabled	Charleston	Machy. dis.
Pipestone County	July 23	Collision	Dunkirk	Slight
President	July 23	Disabled	off New York	Eng. trouble
Potomac	July 31	Disabled	Falmouth	Steerer dis.
Portuguese Prince	Aug. 3	Disabled	Buenos Ayres	Cyl.cover off
Queen City	July 15	Ashore	Mackinaw City	Stranded
Ruth Martin	July 23	Fire	East Boston	Considerable
Sidney M. Hauptman	July 11	Disabled	Columbia river	Aground
South America	July 15	Aground	Mackinaw	Slight
Seeandbee	July 19	Struck obstr.	Buffalo harbor	Slight
Songdal	July 20	Fire	New York	Slight
Scatwell	July 24	Not stated	Glasgow	Damaged
Sinams	July 14	Heavy weather	at sea	Leaking
Susquehanna	July 26	Collision	off San Francisco	Slight
Sutransco	July 21	Drifting	Tatoosh	Not stated
Siberian Prince	July 29	Ashore	off Victoria, B.C.	Floated
Saranac	Aug. 1	Was struck	New York	Sunk
Tasmania Maru	July 12	Ashore	nr. Choshi	Badly dam.
Tongking	July 20	Fire in No. 2 hold	Lat.14N. lon.70W.	Not stated
T. H. Wickwire Jr.	July 22	Collision	Detroit river	8 plates damaged
Tyee (sch)	July 30	In distress	Strait of Juan de Fuca	On rocks
Vaba	Aug. 1	Disabled	Jacksonville	Machy. dis.
West Inskip	July 12	Fire	San Francisco	Slight
Weert	July 19	Damaged	Macoris	Not stated
W. A. Hazard	July 21	Struck bridge	Port Huron	Undamaged
W. A. Rogers	July 30	Struck	Cedar reef	27 plates damaged
Waimea	July 26	Collision	off San Francisco	Not stated
W. L. Brown	July 22	Grounded	Hay Lake	Jettis. cargo
Yonan Maru	July 13	Ashore	nr. Astoria	Not stated

Soo Canal Commerce

Shipments through the Soo canal in July amounted to 14,388,908 net tons. This compares with 13,749,923 net tons of freight moved through the canals in June. Comparative shipments for the months of July in preceding years follow:

	Net tons
July, 1923	14,388,908
July, 1922	10,235,090
July, 1921	8,138,583
July, 1920	11,577,679
July, 1919	11,916,152
July, 1918	13,362,344
July, 1917	13,650,047

The following table shows freight movement through the canals up to Aug. 1. Splendid dispatch and a sustained demand has brought about heavy iron ore and coal shipments throughout the year. For that reason, season's shipments are showing a satisfactory comparative total with earlier years, despite the slackened grain demand. The season's record to Aug. 1 is:

EASTBOUND

	Net tons
Lumber, M. ft. B. M	86,697
Flour, barrels	3,341,980
Wheat, bushels	78,189,453
Grain, bushels	29,097,012
Copper, net tons	24,429
Iron ore, net tons	25,398,143
Pig iron, net tons	7,703
Stone, net tons	6,730
General merchandise, net tons	18,153
Passengers, number	12,879

WESTBOUND

Coal, soft, net tons	8,121,803
Coal, hard, net tons	891,522
Iron ore, net tons	94,143
Manufactured iron and steel, net tons	41,820
Salt, net tons	35,752
Oil, net tons	70,799
Stone, net tons	326,501
General merchandise, net tons	240,324
Passengers, number	13,855

SUMMARY

Vessel passages, number	9,041
Registered tonnage, net	28,541,983
Freight:	
Eastbound, net tons	28,961,442
Westbound, net tons	9,822,664
Total freight, net tons	38,784,106

Pittsburgh River Traffic

In July, the net tonnage of freight carried on the rivers in the Pittsburgh district was 2,670,939, showing a decrease of 143,663 net tons from the 2,814,602 net ton mark set in June. In July, 1922, only 853,130 net tons were carried, the low mark resulting from the coal strike:

RIVER COMMERCE
Pittsburgh District
July, 1923

Commodity	Allegheny river short tons	Monongahela river short tons	Ohio river short tons	Total short tons
Coal	75,300	1,446,438	380,352	1,902,090
Coke	.....	31,812	.....	31,812
Gasoline	1,180	1,360	.....	2,540
Gravel	90,990	104,186	113,041	308,217
Packet cargo	.....	.....	5,893	5,893
Sand	102,280	134,418	123,857	360,555
Steel products	100	36,827	16,335	53,262
Unclassified	.....	4,617	1,953	6,570
Total	269,850	1,759,658	641,431	2,670,939

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Marine News in a Personal Way

H. F. ALEXANDER was re-elected president at the annual meeting of the board of directors of the Pacific-Alaska Navigation Co., the holding corporation controlling the Admiral line. R. STANLEY DOLLAR was re-elected vice president, E. A. STUART, second vice president, E. H. HALL, treasurer and J. H. COOPER secretary. The directors were chosen at the annual meeting of stockholders at Portland, Me. on July 6 and include: CHESTER THORNE, Tacoma, Wash., chairman; H. F. ALEXANDER, R. STANLEY DOLLAR, CAPT. ROBERT DOLLAR, JAMES D. HOGE, M. A. ARNOLD, B. C. CROSSCUP, R. C. BUTCHART, W. C. MORROW, E. H. HALL, R. A. C. SMITH, New York and D. C. JACKLING, San Francisco.

* * *

EMIL LEDERER has been elected a director and vice president of the United American Lines, New York. He will have supervision of the department of passenger traffic and has appointed the following staff: HENRY DOBLIN, passenger traffic manager; E. H. DEDERICK and JOHN PANNES, assistant passenger traffic manager; E. A. WINKLER, manager tourist department; J. A. LOVETT, manager third class department; L. K. LAKESTREAM, traveling passenger agent. A. C. E. SCHMIDT continues as western passenger manager with headquarters at Chicago.

* * *

M. C. JACKSON has been appointed general superintendent of the Philadelphia-Norfolk Steamship Co. with headquarters at Norfolk, Va. Organized about two years ago to furnish a regular cargo service between the two ports, the line has extended its service. The vessels, the LAKE GALIEN and LAKE TIPPAH, were purchased from the shipping board.

* * *

CAPT. JONAS PENDLEBURY has been transferred from command of the United States liner, PRESIDENT ADAMS to command of the PRESIDENT MONROE of the same line.

* * *

LEWIS K. THURLOW has been elected president of the Cape Cod Steamship Co. to fill the vacancy occasioned by the death of CAPT. PETER H. CROWELL. LYMAN RICHARDS has been elected vice president to succeed Mr. Thurlow.

* * *

EDWARD F. WAYNE, the chief of personnel of the International Mercantile Marine Co., at its piers on the North river, New York, retired on Aug. 1 on pension. Ever since 1878, when he joined the International Steamship Co. in Philadelphia, Mr. Wayne has been connected with shipping. His first duties which led to his connection with the International Mercantile Marine was at the repair works of the Red Star line at Jersey City. In November, 1903, he took charge of the personnel of the marine department.

* * *

LEON J. DUGAN, San Francisco, has been transferred to Seattle, to assume the duties of general agent of the Williams line. He succeeds L. W. BAKER, of the Alaska Steamship Co. which has relinquished the Williams line agency.

* * *

S. W. BLODGETT has been elected vice president of the Blair Shipping Co.

HARVEY H. BROWN

which has opened offices at Seattle with Mr. Blodgett in charge.

* * *

W. P. BANNISTER, agent for the Pacific Steamship Co. at Wilmington, Del., has been promoted to the position of superintendent for the same company at Wilmington. R. B. SCHULTEN has been appointed district passenger agent of the Pacific Steamship Co. at Los Angeles.

* * *

O. H. EISENBEIS has been promoted from assistant general freight agent to general agent for the Munson-McCormick Steamship line for the Puget sound district.

* * *

ROBERT CURR, president of the Anchor Shipbuilding Co., Washburn, Wis., was a recent visitor on the Pacific coast. Mr. Curr came from New Orleans and returned home after making a survey of conditions in the south and on the west coast.

Death of Prominent Lake Operator

Harvey H. Brown, prominent as a vessel manager, iron ore operator, pig iron manufacturer and industrial executive, died Aug. 2 at his home in Cleveland following an illness of a year from paralysis. Until nearly a year ago, Mr. Brown, who was 75 years old, had been actively engaged in business. He was a partner in Harvey H. Brown & Co., vessel operators and iron ore dealers; was president of the Stewart Furnace Co., operating a blast furnace at Sharon, Pa., and chairman of the board of directors of the Brown Hoisting Machinery Co., Cleveland. He also was a director of several Cleveland banks. Mr. Brown was born in Allegheny, Pa., but in his early youth moved to Cleveland with his parents. His father, who was a leader in financial and shipping circles in Cleveland during the latter half of the nineteenth century, founded the Brown Hoisting Machinery Co. After completing his education in Cleveland grade and high schools, Mr. Brown, in 1878, entered business with his father, the firm being known as the Harvey S. Brown Co. The company later became Harvey H. Brown & Co. and has grown to be one of the larger iron ore interests. Mr. Brown was the father of Fayette Brown, vice president of the Stewart Iron Co. and vice president of the Hamilton Furnace Co., Hamilton, O., and of Harvey H. Brown Jr., production manager of the Brown Hoisting Machinery Co. and uncle of Alexander Brown president of the Brown Hoisting Machinery Co.

* * *

Admiral de Bon, who acted as chief technical advisor to the French delegation at the Washington conference on disarmament, died in Paris recently, after a long illness. The admiral had a long and distinguished career in the French navy and during the war held responsible commands in the Mediterranean. His advice at the Washington conference carried considerable influence with the French delegation. In 1916, Admiral de Bon became chief of the naval general staff, succeeding Vice Admiral de Jonquieres.

* * *

John F. Tietjen, one of the founders of Tietjen & Lang Co., which for many years had conducted drydocks and ship repair yards at Hoboken, N. J., died Aug. 8, at Kingston, N. Y. Mr. Tietjen was 76 years of age and organized the Tietjen & Lang Co. with his brother-in-law 40 years ago. He remained head of this company until it was acquired several years ago by the Todd Shipyards Corp.

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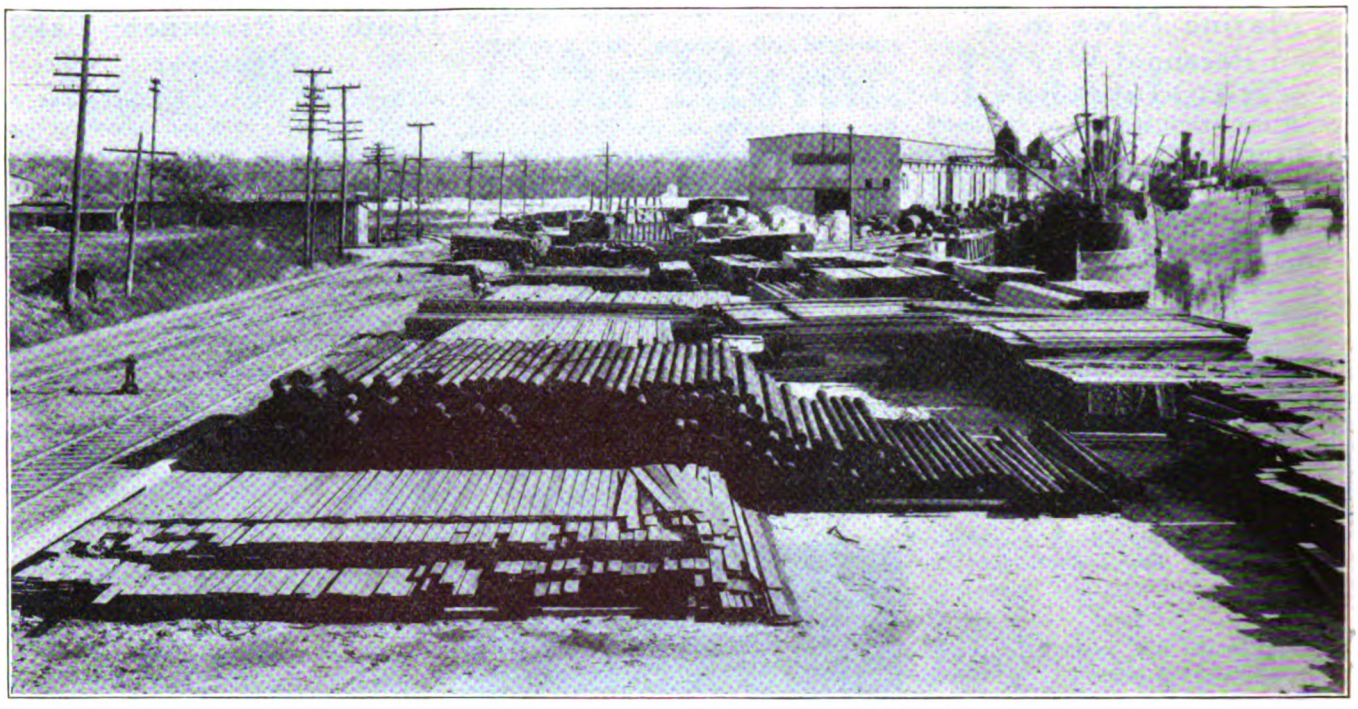

OIL, RICE AND LUMBER UNITE TO GIVE BEAUMONT A GROWING IMPORTANCE IN OCEAN COMMERCE

Inland Sawmill Town Becomes Seaport

A RECORD of the wonderful progress of Beaumont, Tex., is almost like a fable. That any place could leap so quickly from a mere village to a seaport of the United States testifies to the opportunities still to be found in the marine field.

Twenty years ago Beaumont was nothing more than a sawmill town—and everyone knows what such a place is. If a census of the buildings were taken, the number would have been around 25. It could boast no adequate transportation facilities, for it had only one railroad. Paved streets, trolley cars, and in fact everything that goes in the making of a city were lacking. The Neches river, on whose banks the little village rested, was like other small bodies of water, considered just a plain river, and nothing else. Adapting it for commerce was considered almost an impossibility, for at that time its greatest depth was about nine feet. Beaumont never saw any ships of any size—their masters did not dare to risk the chances of getting stuck in the mud. But today it ranks as one of the most flourishing seaports on the Gulf coast.

The hope of developing Beaumont as a port had its inception about 1898, when the government realized the necessity for deeper water over the bar at Sabine, about 30 miles below Beaumont. The arguments for the improvement revealed that Sabine and Port Arthur were prevented from making any headway, aside from greatly interfering with the progress of the little sawmill town.

In that year, Congressman Burton of Ohio, then chairman of the rivers and harbors committee, came to Beaumont and went down the Neches to Sabine. He was accompanied by a delegation of prominent local citizens, who, were in sympathy with even the beginning of the realization of their ambitions for the city and who knew this beginning had to be made at Sabine. Despite continued persuasion, the congressman opposed the proposition, saying that to spend such a vast sum of money for such a development, was rather foolish, since there was no commerce to justify such an enormous outlay. William F. Weiss, one of the city's pioneer citizens who had vision and who happened to be a member of the party, soon after changed Mr. Burton's viewpoint, by informing him that commerce could not be developed without deep water. From that day, the history of deep water at Beaumont dates.

It was not until the year 1909, however, that the government took any real action. Vessels came as far as Sabine—and that was all. A barge canal had to be constructed from the mouth of the Neches to the head of the Sabine Pass ship canal, which had been built to give Port Arthur access to deep water. But above that point, the river was closed to navigation. Soon after the completion of this work, the people of Beaumont and the surrounding communities banded together for the purpose of deepening the river as far as Beaumont. A congressional appropriation was secured, after considerable labor, and $500,000 worth of bonds voted to match the government's contribution, the money to be used to deepen the channel uniformly from Sabine to Sabine Pass ship canal.

After engineers had thoroughly gone over the proposition, it was finally included in the 1911 rivers and harbors appropriation, and authorization for the work granted by congress. The task was completed in 1916. In that same year, the steamer NICARAGUA came up the river to Beaumont and so the opening of that city as a commercial center, was officially marked. The channel had been deepened to a depth of 26 feet. Development of the business of the port since its inception is shown by the fact that more than 350 vessels entered the port during 1920, with 367 sailing, in other words, a ship a day, handling more than 2,600,000 tons of commerce.

Beaumont's further transformation was brought about through the partial development of the resources that lie in and about the city. About the same time as the river had been deepened, oil was discovered at Spindletop. This discovery meant much to the city, and almost over night another great change took place. Everyone was showing signs of success. Soon after, oil ships of every nationality were coming into Beaumont and every day those sailing took thousands of barrels of the liquid black

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SINCE THE FIRST OCEAN-GOING VESSEL REACHED BEAUMONT IN 1916, THE TRAFFIC HAS GROWN TO AN AVERAGE OF A SAILING EACH DAY IN THE YEAR

gold with them. In less than a year, 200 ships had tied up to the wharfs of the city. Thus was Beaumont suddenly lifted another rung toward the top of the ladder. Oil refineries sprang up like weeds and today the city boasts some of the largest refineries in the world.

A network of pipelines bring crude oil to the Beaumont refineries, from Louisiana, Texas and Oklahoma fields. A large number of oil steamers also transport the substance from the Mexican oil fields to these same refineries. More than 10,000 tank cars a year are handled in and out of a single refinery. The railroad facilities now are really unexcelled. An average of four tank steamers call at Beaumont in a week.

Oil is not the only thing exported from Beaumont. Lumber, rice and pipe are other leading exports and likewise causes of the city's rapid progress. It is located in the very heart of the yellow pine belt of the South. To it comes the output of many of the large mills of Texas and surrounding states, and the city has the facilities for handling as its radiating system of railroads reach into the very heart of the pine region and its shipping lines give an outlet to the markets of the world. During 1922, more than 43,000,000 feet of this lumber passed over the municipal piers.

The wharfage, loading and unloading, dockage and other port charges at Beaumont are as low as at any other port on the Gulf. The facilities for handling cargo are excellent. The port facilities are municipally owned and the charges for the services performed at the port, are controlled by the dock commission. At the present time work is now under way for doubling the facilities of the port.

Steamers Stop in Tribute to President Harding

All steamers of the United Fruit Co suspended work aboard ship from 11:55 a. m. to 12 o'clock noon on Friday, Aug. 10. Steamers on the high seas stopped their engines and officers and members of the crew devoted five minutes to silent prayer. The captains of the steamers informed passengers of the reason for the stoppage of the engines so that there would be no cause for alarm. This rather unusual procedure is still another indication of the great love and respect in which the late President Harding was held by everyone.

Shipowners Pledge Aid to President Coolidge

Resolutions presented by H. B. Walker, president of the Old Dominion Steamship Co., were adopted by the American Steamship Owners' association, offering sympathy to Mrs. Harding in the untimely death of President Harding, and declaring "that we honor the memory of his distinguished service as Chief Executive of the nation, his high aspiration in the management of home and foreign affairs, and particularly his manifest devotion to the firm upbuilding of the American merchant marine as an indispensable adjunct of our overseas commerce and a strong bulwark in time of national emergency."

The resolution adds:

"We pledge ourselves to give the utmost aid to his successor, President Coolidge, in the task left unfinished of the working out of a broadly constructive national policy, under which the great merchant fleet created by and for the war may be made a permanent, valuable asset of the United States."

Favor Own Vessels in Carrying Mail

The bulk of the foreign mail on Aug. 11 was placed on the PRESIDENT ROOSEVELT of the United States lines, which will land it at Plymouth on Aug. 19. This was done in spite of the fact that the White Star liner MAJESTIC sailed the same day and will reach England two days earlier. The MAJESTIC got only the British mail specifically addressed for her while the PRESIDENT ROOSEVELT carried all the mail except that addressed to the Canary islands. This instance of placing foreign mail on the slower ship is similar to the British postoffice placing mail on the White Star liner HOMERIC and giving none to the United States liner LEVIATHAN on one of her recent westbound voyages.

James N. Neil, until last April for eight years United States shipping commissioner for the Puget sound district, died recently at his home in Tacoma, Wash.

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Study Effects of Canadian Law

Underwriters Will Analyze Dominion Action Prohibiting Vessel Brokers from Placing Insurance—World Fight Against Pilferage

AMERICAN marine underwriters are following closely the effect upon the market in this country of the recent law passed by the Canadian parliament prohibiting the placing of insurance through vessel brokers. Many charterers in the past have been disposing of space in vessels and in lieu of a chartering fee reserved for themselves the placing of the insurance, realizing a commission of about 35 per cent paid to them by the underwriters. A committee of three well known American underwriters, Hendon Chubb, G. C. Morris, third vice president of the Insurance Co. of North America and W. J. Roberts, United States manager of the Standard Marine of Liverpool, have been appointed a special committee to study the situation and report fully after they have collected the necessary data.

The Canadian measure is called "Inland Freight Rates act, 1923" and provides:

"It shall be unlawful for any person who is a vessel broker or a person engaged or acting as an agent or otherwise in the chartering of any vessel or in contracting for the hire or letting of cargo space for the carriage of grain from Fort William or Port Arthur to any port or place in Canada or in the United States by lake or river navigation to solicit any risk, or to issue or deliver any receipt or policy of insurance or to collect or receive any premium in whole or in part, or to inspect any risk, or to adjust any loss, upon, for or in connection with any consignment of grain to be carried.

"Every one who counteracts any provision of section 6 or 7 of this act, or who fails or neglects to comply with any of the provisions thereof of which he is subject, shall be guilty of an offense and liable therefor to a penalty not exceeding $1000 and not less than $100, or to imprisonment for a term not exceeding three months, or, if a corporation, shall be liable to a penalty not exceeding $3000 and not less than $500, and any such offense may be prosecuted and the penalty therefore enforced or recovered either upon indictment or upon reconviction before any police, stipendary or other magistrate having jurisdiction of two justices of peace.

"This act is intended to regulate shipping rates of grain transported for interprovincial, foreign or export trade; it shall therefor not apply to grain carried locally to be ground or to be consumed in the province in which the shipment originates, but the burden of proof that any shipment of grain is within the exception shall rest upon the carrier."

* * *

British Oppose Broker Serving as Adjuster

AMERICAN methods of adjusting losses are severely criticized in the current issue of the *Policyholder* of Manchester, England, which censures the practice in the United States of allowing insurance brokers to participate in the settlement of losses as adjusters. The article states:

"In this country, the profession of average adjusting is controlled by a society which ranks in importance and strictness of its laws with those which govern the legal and medical professions while in America every insurance broker is his own average adjuster and although many of them are men of high standing, a number of small concerns command neither respect nor confidence. One hesitates to inquire too closely into what happens when an American broker deals with a claim for British reinsurance."

* * *

Aroused by U. S. Entrance Into London Market

COMMENTING upon the agreement recently concluded between the London Assurance Co. of England and the Automobile Insurance Co., Hartford, Conn., whereby the former will handle the underwriting abroad for the Automobile, the *Post Magazine* of London sees America's wish to enter into foreign fields gratified.

"Already the American Foreign Insurance association," says the article "has a twofold representation in London and it is evident that London companies do not fear American competition, or even invite it since they are accepting the responsibility of representing American companies. This is the right spirit if the time chosen to display it is the wrong one. America has for a long time coveted the worldwide market to be found in London and can now participate freely in that market. Whether they will find the results compare favorably with those in their own more restricted market is another question for the London market is now in a state of depression. However, if there be good times ahead, as it is more hoped for than probable, the companies who obtain a footing now will certainly have the best opportunity of participating in the boom."

In connection with the plan of the Automobile Insurance Co. to write business abroad, it might be pointed out that practically every large foreign insurance company writes business in the United States and they are allowed to transact their business unhampered save for the deposit required by the insurance department, to safeguard the interests of the American policyholder in the event of the unexpected happening.

* * *

Norway Drops Compulsory Government Insurance

NORWAY has finally abolished its dream of compulsory government insurance, much to the relief of all parties concerned, and the experiment is generally conceded to have been a failure. The enforcement of government insurance was never actually carried out although it was threatened about a year ago and postponed. Opposition to it was strong both from shipowners and underwriters and the Norwegian cabinet finally decided to let it alone. The threat of government insurance did, however, accomplish one thing and that was the consolidation of a number of mutual insurance clubs which generally resulted in strengthening those that survived. A claims office for the compilation of statistics has been established and practically all the companies have joined it. As a result conditions promise to be very much improved.

* * *

Big British Firm Enters American Market

THE Northern Assurance Co. of London will shortly write marine insurance in the United States and has appointed the New York and Chicago firm of William H. McGee & Co., marine underwriters of the company in this country. The Northern has been established in the United States for a number of years and has built up an enviable fire insurance business. It has not actually written marine insurance in America but a subsidiary company,

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the Indemnity Mutual Marine of London has been writing business on this side for several years through the offices of Appleton & Cox. The Northern is allied with the World Marine Assurance Co. of London and the combination of the three companies produce an income from marine business second to none. The Northern is rated one of the most progressive companies doing business in the United States. Besides the Northern, William H. McGee & Co. represent eight other companies.

* * *

Many Nations Unite to Fight Pilferage

A WORLDWIDE effort to check the pilferage evil is on foot according to advices received by underwriters who are encouraged by reports that the cause of such a large proportion of their losses is receiving attention in so many countries at once. Various local agencies in the United States, England, France, Italy, Greece and even India are working out means to stop the wholesale pilferage of merchandise in transit.

In New York, the fight has been taken up by the Merchant association which has strongly recommended that the contract for the movement of public stores from piers provide for the conveyance of such packages in closed vans or for the presence of a guard on each vehicle. The suggestion is receiving the attention of the collector's office.

The bureau of foreign and domestic commerce at Washington, through Director Klein has announced some of the steps that the department is taking to deal with the situation. Mr. Klein blames the big increase in losses to the fact that penalties imposed when a conviction is obtained are too lenient and efforts are being made to obtain amendments to the Carlin act so as to provide specific punishment for thieves. Mr. Klein also expressed confidence that the central bureau to follow up losses, now in the process of organization, will be highly successful. He declared that federal legislation on the subject should be amended if the full usefulness of such a bureau of information is attained.

From Italy comes word that the Institute of Italian underwriters has been holding a series of conferences with a view to coping with the situation in that country while in Madras, India, a bill has been introduced providing a heavy penalty for conviction on the grounds of theft from merchandise in transit and pilfering. Greece and particularly the port of Piraeus, which has been under fire from many quarters, is also embarking in a clean-up campaign and steps are being taken to remedy the situation by improving the handling and speeding up the loading and discharging of merchandise. Merchants and shipping officials in England are co-operating in Great Britain while the French government has promised help to the exasperated French business men.

* * *

Big Philadelphia Company Organizes Subsidiary

THE Philadelphia Fire & Marine Insurance Co. Philadelphia, now in process of organization as a running mate of the Insurance Co. of North America, will, it is announced, participate in the writing of marine insurance. The officers of the new company are the same as the old established Insurance Co. of North America and it will have the benefit of the experienced staff of the parent company which is one of the leading marine insurance companies in the United States.

* * *

Little Business Offered to Underwriters

CONDITIONS in the New York insurance market continue to be sluggish and underwriters are not looking for any immediate movement. Insurance men interviewed by the representative of MARINE REVIEW expressed the view that the seasonal slackness was even worse than last year and as a result there may be a slight improvement when conditions turn in the autumn. What little business is being offered on the street is being quickly taken and underwriters are being forced to go out and stir up trade themselves. At one time, some used to sit back and refuse business from a swivel chair; today, they are grateful for almost anything they can get.

* * *

Canada Co. Takes Over Branch of Japanese Firm

WESTERN Assurance Co, Toronto, Ont., has taken over the completion of the liquidation of the affairs of the United States branch of the Imperial Marine, Transport & Fire Insurance Co. Tokio, Japan, which, during its short period of underwriting in the United States was not able to make very much of a showing. The company was admitted to do business in 1919. At the end of 1922, it is stated, the company had impaired its statutory deposit of $200,000 by $89,900. It is understood that the arrangement with the Western Assurance is for the payment of a commission of 5 per cent upon gross losses adjusted for handling of the business. On its first year's business, the Japanese company had an incurred loss ratio of 78 per cent.

Foreign Companies Take Bulgarian Risks

AS A result of high prices in the tobacco market of Bulgaria, keen competition for business has developed among insurance companies for the coverage, most of which is being placed in foreign companies. American companies are not partial to the business because competition has caused the writing of liberal policies that are generally not acceptable to the American underwriter. A domestic underwriter, who would like to participate, if it were possible, declared that policies now being written by foreign companies include all kinds of risks which ought not to be accepted.

* * *

Must Hold Interest at Time of Loss

AN insurable interest at the time of the loss must first be proved by a claimant against a marine insurance company, according to a decision in the supreme court, New York county, in favor of the Bankers & Shippers Insurance Co., New York against A. A. Lufty, plaintiff. The action was started by the plaintiff who contended that the policy in question had been assigned to him together with all claims under the policy. It was contended that there had been a loss from theft and pilferage. Counsel for the insurance company contended in court that the old law making a distinction between the requirements of insurable interest in marine and fire policies had been swept away and that one suing on a policy of marine insurance must allege an insurable interest and establish facts showing interest at the time of the loss in order to recover.

Floating Crane Sinks

According to messages picked up by the steamer ALCYON, arriving at Montevideo on July 23, the floating crane TOBA recently purchased by the Argentine government from Holland, sank with four men on board, off the Brazilian coast. The wireless message received by the ALCYON came from a tug which was accompanying the TOBA to Bahia Blanca. The disaster is said to have occurred 70 miles off Santa Maria, near the Gulf of Santa Catalina. At the height of a storm, a hawser connecting the floating crane and the tug was severed.

The Portland Maritime Service Corp., Portland, Me., has been incorporated for $10,000 by Helen D. Ayers, Elsie H. Reynolds, and John W. Hill, all of Portland.

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Equipment Used Afloat, Ashore

Gear for Round Bar Davits—Use of Injectors

DEVICES to facilitate the launching of lifeboats from ships at sea in times of disaster when as a last resort for saving the lives of those on board it is necessary to take to the boats, are recognized as an important part of the equipment of any vessel. All of the maritime countries after the unfortunate TITANTIC disaster, thoroughly reviewed and materially strengthened their laws in regard to the requirements for the safety of life at sea, particularly to insure proper and adequate lifeboats and efficient means for launching them.

Round bar davits have been used for suspending and launching lifeboats from vessels for a period of time beyond the memory of anyone now living. Many an old sea dog, obstinately attached to the past and on the theory of what was good enough for the father is good enough for the son, to this day prefers the old round bar davits swung out by hand. However, from common sense, practical experience, davits of good design which are actuated by positive mechanical means are much more efficient and will launch boats in a shorter time and under circumstances in which it would be impossible to work round bar davits by hand. Consequently mechanical davits have now become practically a recognized necessity on any vessel efficiently maintained.

On account of many existing vessels both large and small equipped with round bar davits, where conditions are such that a change to regular mechanical davits is, if not actually impossible, extremely difficult and expensive involving as it does in many cases structural changes and stiffening of decks, many attempts have been made to devise a practical, mechanical turning out gear for round bar davits. Many difficulties have been encountered in these attempts.

One of the principal troubles has been in attempting to connect a rigid geared drive to the round bar davit. The latter is subject to deflection from its position at rest, due to the comparatively large clearances necessary for its step and support bearings, and to bending, both of which occur when the davit is under load and is swung out. When such distortion from its position at rest occurs, the inevitable result is to cause binding or jamming in the rigid turning out gear.

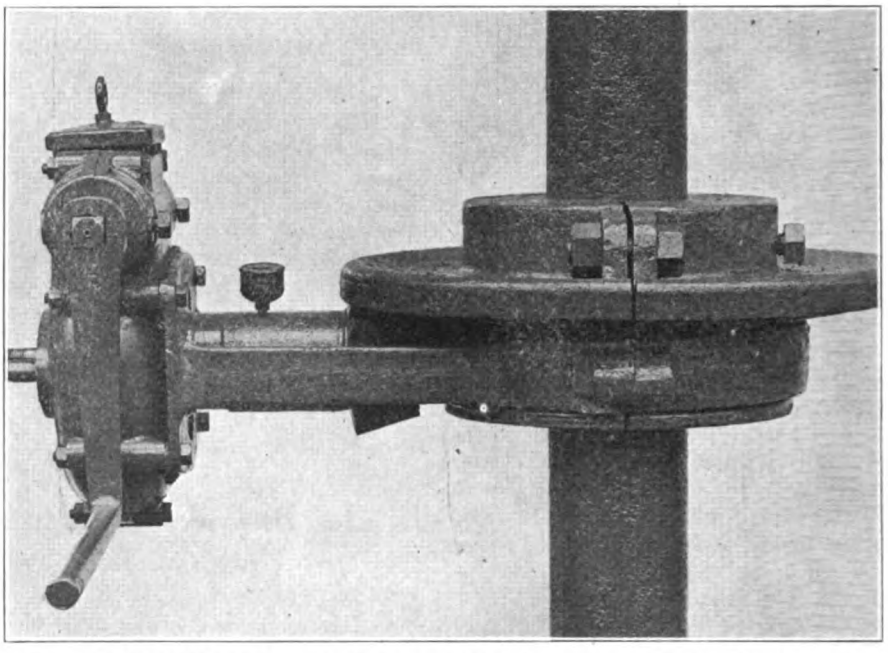

FIG. 2—ANOTHER VIEW OF TURNING OUT GEAR SHOWING DETAILS OF DESIGN

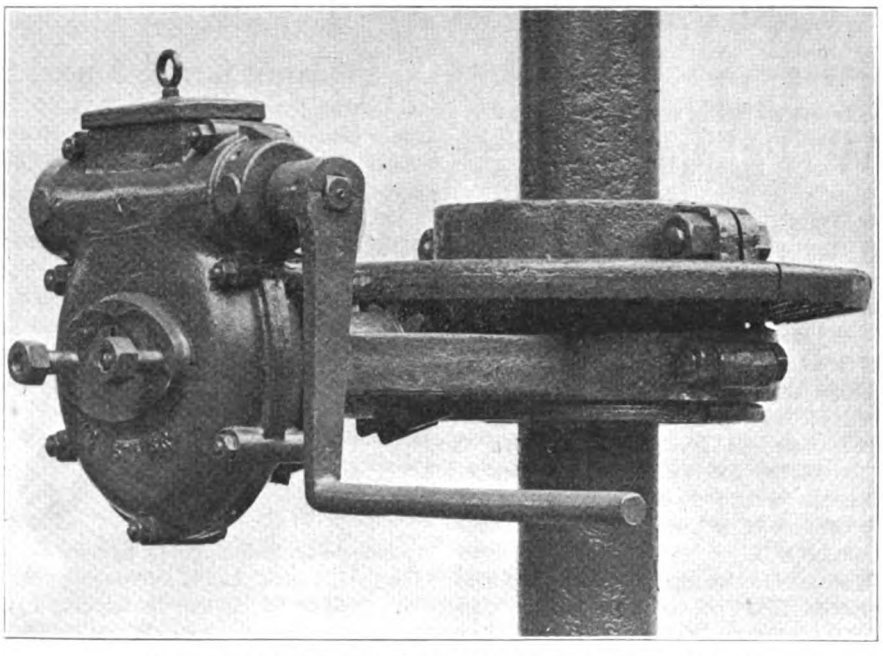

FIG. 1—TURNING OUT GEAR FOR ROUND BAR DAVITS

The Welin radio gear for turning out round bar davits, shown in the accompanying illustrations, Figs. 1 and 2, recently placed on the market, represents the result of years of study and development work to design a practical gear eliminating the serious and annoying difficulties met with in mechanical gears for this type of davit. The inventor of this gear is also the inventor of the Welin quadrant davit and is acknowledged by the entire shipping world as an authority on lifeboat launching devices, and his practical experience and engineering knowledge in this field is unquestioned. The opening paragraph of the patent application filed in the United States, clearly states the purpose of this gear, "a gear mechanism for turning out round bar davits, extremely simple in construction and efficient in operation composed of relatively few parts manufactured at comparatively low cost, to be strong, compact, durable, and to occupy a minimum of deck space."

Referring to the illustrations a sep-

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arate complete gear, as shown, is attached to each davit. Description of this device may best be given by taking up the different parts which make up the gear as a whole.

1.—A steel casting in two halves is securely bolted to the davit. This casting consists of a circular, horizontal bevelled gear with an annular groove below it.

2.—A bracket frame in two parts so that the outboard or davit end may be bolted together to fit in the annular groove referred to above.

3.—An oil tight casing in two parts to enclose the worm and wormwheel is bolted to the inboard end of the bracket frame described above. The wormwheel and the bevelled pinion are combined in one casting which rotates on a shaft supported outboard in the bracket frame and inboard in the casing. Two bronze liners are fitted in the combined wormwheel and bevelled pinion casting to give easy rotation about the shaft. The beveled pinion end of the combined wormwheel and pinion, meshes with the circular, horizontal bevelled gear which is made fast to the round bar davit. Grease is forced into the working parts.

4.—The wormwheel is actuated by a worm carried in bearings in the upper part of the oil tight casing, with one end squared and projecting beyond the casing for applying a crank. Provisions are made for oiling or greasing all work parts.

5—The inboard end of the mechanism is supported by a steel plate bolted to the casing and secured to the deck by an angle iron. This plate support is not shown in the illustrations but the squared off boss and the two bolts for bolting this plate to the inboard side of the casing is clearly shown in Fig. 1.

Most interesting and unique in the mechanism described above is the ingenious method of providing for flexibility. The shaft about which the combined wormwheel and bevelled pinion rotates, though sturdily supported is actually carried in nonrigid supports. These supports are automatically aligned within limits to suit operating conditions, at the outboard end by the play of the bracket frame strap in the annular groove, and at the inboard end by the resiliency or planting of the flat plate support to the deck, giving all parts a chance for adjustment to eliminate binding.

Though invented abroad, the radio turning out gears sold in the United States will be manufactured and marketed here by the Welin Marine Equipment Co., 305 Vernon avenue, Long Island City, N. Y., an American owned and controlled company.

Design, Use and Care of Injectors

EVER since the invention of the steam engine and boiler, the operation of which depends upon the generation of steam in a closed vessel at a pressure greater than atmospheric, it has been necessary to use some mechanical method of replacing the water lost by the generation and flow of steam from the boiler to the engine. It is quite evident since the pressure in a boiler under operation is much greater than atmospheric that it is impossible to simply pour the water into the drum.

From the earliest times, pumps have been used for this purpose, and many different types of pumps have been tried out. Today in marine practice, the customary and most usual type is the reciprocating steam pump, either vertical simplex and duplex or horizontal simplex and duplex. These types have been highly developed and are efficient and dependable. In addition to its pumps, every ship of any account now also uses the injector which can take water at atmospheric pressure and force it into the boiler against the pressure of the steam within. The injector is an essential part of the boiler room equipment of a ship for use as a relay or a help to the pumps or in case of an accident or the lay up of the pumps for repairs.

Acting solely as a pump, the injector of course, is not nearly as efficient as a regular pump because a much greater volume of steam is required for the delivery of the same amount of water. An injector will show the greatest comparative efficiency in taking cold water and forcing it into the boiler

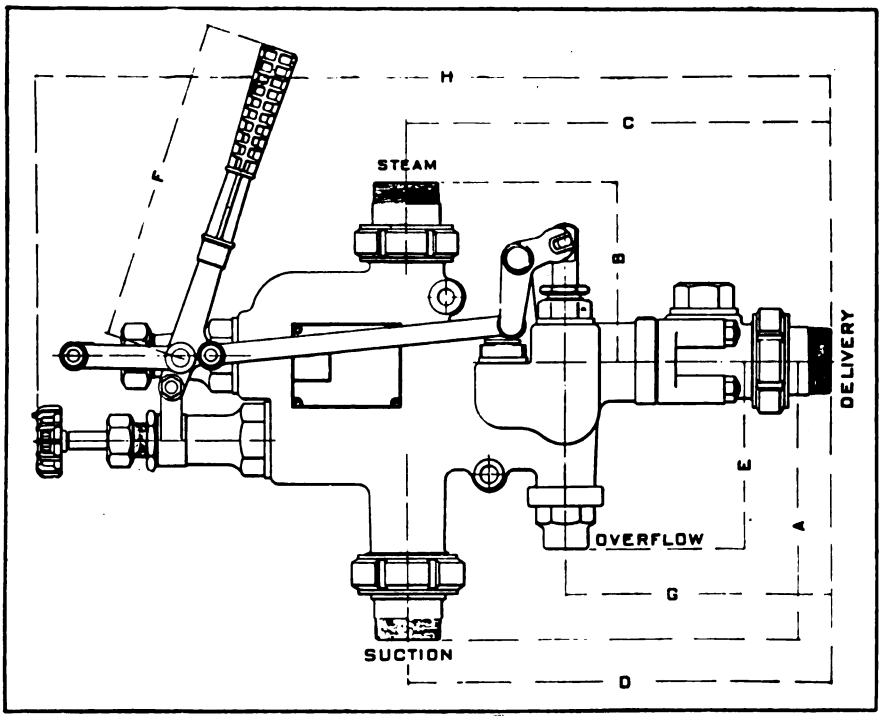

FIG. 1—DOUBLE TUBE INJECTOR WITH SCREWED CONNECTIONS

as all the heat of the steam used, except a slight loss due to radiation and initial overflow in starting, goes into the feed water. Furthermore, the delivered feed water in this case is greatly preheated which is of distinct benefit to the life and safety of the boiler. In other words, when it is necessary to take cold water for delivery to the boiler it is better to use the injector than the regular pumps.

The working principle of the injector may be briefly explained as follows. By using steam through properly designed nozzles and tubes, two actions are possible; *first*, the creation of a partial vacuum in a chamber into which the water is lifted, *second*, a solid jet of steam through a nozzle will impinge on this water and force it combined with the steam into the boiler against pressure.

In the tremendous industrial expansion of the United States, specialization in production has played an important part in the refinement and high develop-

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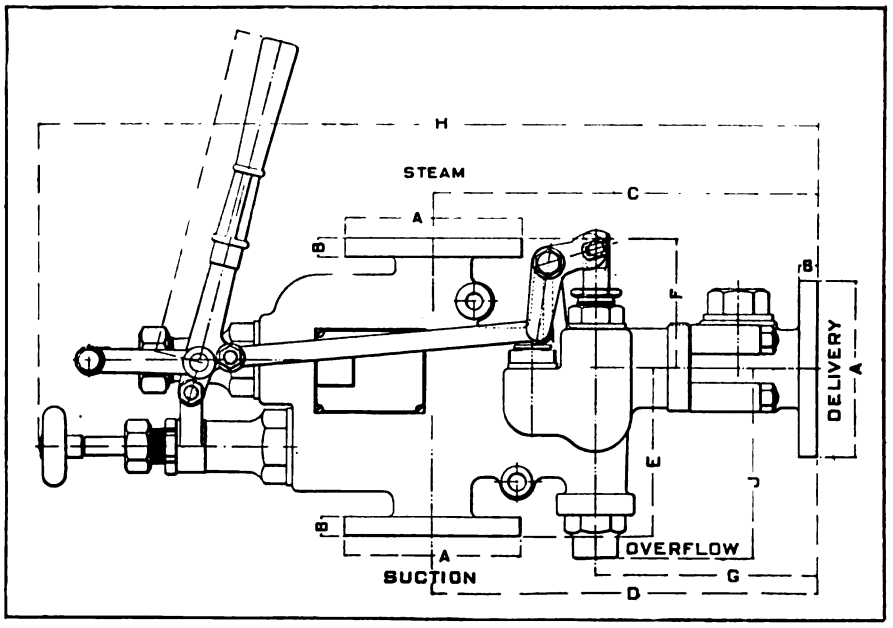

FIG. 2—DOUBLE TUBE INJECTOR WITH FLANGED CONNECTIONS

ment of many useful mechanical devices. The Hayden & Derby Mfg. Co., Boston, founded in 1888 is a specialist in the manufacture of injectors, ejectors and jet apparatus. For marine work, the types most frequently used are the models shown in Figs. 1 and 2. These types are made in all sizes from ½-inch steam connections which will take care of the smallest size boilers of 15 and 20 horsepower up to 3-inch steam connections for boilers from 800 to 1250 horsepower.

The injector will function when the temperature of the feed water is 72 degrees Fahr. and with no lift at a minimum of 25 pounds steam pressure and a maximum of 350 pounds. Minimum and maximum steam pressures at which the injector functions will vary with the lift when the supply feed water temperature remains constant are:

FEED WATER AT 72 DEGREES

Lift feet	Minimum steam pressure pounds	Maximum steam pressure pounds
2	25	300
8	35	270
14	45	240
20	65	185

The lift means the height from the feed water supply to the injector.

With higher temperature of the feed water, the minimum and maximum steam pressures under which the injector will function will be affected for the corresponding lifts noted above. Under such conditions the minimum steam pressure will increase and the maximum steam pressure will diminish. For instance, with feed water at 100 degrees Fahr. and a lift of 8 feet the minimum steam pressure will be 40 pounds and the maximum steam pressure will be 235 pounds. With extremely hot water, say at a temperature of 140 degrees Fahr., and no lift, the injector will operate at minimum and maximum steam pressures respectively of 35 pounds and 140 pounds and with an 8-foot lift at minimum and maximum steam pressures respectively of 45 pounds and 110 pounds. Temperature of the feed water at 140 degrees Fahr. and a lift of 8 feet is about the limit of successful operation of the injector. For feed water of higher temperature and a greater lift, the use of the injector is not practicable.

Location And Installation For Proper Operation

In marine installations, it is essential that the injector be placed near the boiler and the steam supply should come directly from the top of the drum to give ample clean dry steam. The feed water supply should be located near the injector. Any injector will give satisfactory results when the feed water supply is located directly under the injector and when the lift is not greater than 8 to 14 feet. The models illustrated should be installed in a horizontal position. The pipe for steam should be independent of any other line and of the same size as the injector connection, and a stop valve should be placed in this line so that the injector may be removed when necessary. Under ordinary conditions, the pipe to the water supply should be the same size as the injector connections, but where the lift is more than 10 feet or the horizontal length more than 30 feet, this pipe should be one or two sizes larger and reduced at the injector connection. The delivery pipe to the boiler must be as large as the injector connection, but may be larger if desired. It is desirable to carry the overflow off by means of a pipe and funnel. This pipe must be kept open.

The accompanying sectional drawing, Fig. 3, gives an interior view of the Hayden & Derby types of injector, showing the double set of nozzles and tubes. These double nozzles and tubes are used to accomplish two operations; *first*, the lifting of the water into the chambers, *second*, the forcing of the water into the boiler. The advantage pointed out for this design is in the automatic regulation or control of the water supply by the lifting tubes. To study the method of operation, refer to Fig. 3. The starting lever 293 on being pulled back slightly, opens the auxiliary valve 213 admitting steam to the lifting steam nozzle 224. The steam then passes through the lifting combining tube 225 into the intermediate chamber, then by the automatic valve 215 into the final overflow chamber and then through the final overflow valve 305 into the atmosphere.

Steam thus passing rapidly through the lifting combining tube creates a vacuum in the suction chamber drawing in the water which mingles with and condenses the steam. When water appears at the overflow, the lever 293 is pulled all the way back to the stop. On doing this the main steam valve 312 is opened and the final overflow valve 305 is closed. As the final overflow valve approaches its seat, the pressure in the final overflow chamber increases. When this pressure equals the pressure in the intermediate chamber the automatic valve 215 closes after which all the water from the lifting combining tube is forced into the forcing combining tube and under the impetus of the velocity of the steam from the forcing steam nozzle the combined mixture (the steam condensing of course) is forced into the boiler.

From the above it will be noted that both steam nozzles 224 and 207 receive full pressure when the injector is working, the lifting tube raising the water and delivering it under pressure into the chamber of the forcing tube. If the steam pressure in the boiler rises, more steam and at a higher temperature will pass through the forcing steam nozzle and more water will be required to properly condense it. As the steam pressure rises the lifting tube will lift and deliver more water to the forcing tube. In other words, the nozzle and tube of the lifting half of the apparatus has been designed to form a flexible type of *ejector* and deliver water to the forcing half in exact proportion to its needs, varying the quantity as the steam pressure increases or decreases.

An important feature of the double

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tube injector under discussion is the positively closed final overflow valve 305, so that no water is discharged at the overflow while the injector is in operation. The design and location of this valve eliminates sensitiveness in starting even under unfavorable conditions. Another distinctive feature and improvement is the line check valve 210 located in a casing connected to but independent of the injector body. Working an injector at anything less than full capacity has always been difficult. To overcome this disadvantage, the regulating valve 318 has been developed. By the use of this valve, the capacity can be reduced to 40 per cent of the maximum, and the injector, it is said, will work more efficiently and with greater economy than by throttling the water inlet at the suction, the usual method. Consequently, it is possible to maintain a steady feed to the boiler at a greatly reduced capacity instead of intermittent feeding at full capacity.

The injectors are thoroughly tested by the maker. The material used, with the exception of a few minor parts, is special bronze composition.

How to Choose Proper Size of Injector

MODEL, FIG. 1

Size of all pipe connections, inches	Size overflow or waste pipe, inches	Capacity per hour 100 pounds steam pressure, gallons	Capacity per hour 175 pounds steam pressure, gallons	Horsepower ordinary tubular boiler basis 7½ gallons water per H-P per hour	Horsepower water tube boiler basis 30 pounds water per H-P per hour
½	¾	135	150	8 to 15	12 to 20
½	¾	180	200	15 to 20	20 to 28
¾	¾	260	300	20 to 30	28 to 40
¾	¾	365	415	30 to 45	40 to 55
1	¾	525	600	45 to 65	55 to 80
1	¾	625	720	65 to 80	80 to 110
1¼	1	835	950	80 to 100	110 to 145
1¼	1	1040	1195	100 to 130	145 to 180
1½	1¼	1350	1550	130 to 170	180 to 235
1½	1¼	1800	2070	170 to 230	235 to 300
2	1½	2350	2675	230 to 300	300 to 400
2	1½	2900	3275	300 to 375	400 to 500
2½	2	3600	3975	375 to 500	500 to 650
2½	2	4300	4750	500 to 650	650 to 800
3	2½	4900	5300	650 to 800	800 to 975
3	2½	5500	6100	800 to 1000	975 to 1250

MODEL, FIG. 2

Size of all pipe connections, inches	Size overflow or waste pipe, inches	Capacity per hour 100 pounds steam pressure, gallons	Capacity per hour 175 pounds steam pressure, gallons	Horsepower ordinary tubular boiler basis 7½ gallons water per H-P per hour	Horsepower water tube boiler basis 30 pounds water per H-P per hour
1½	1¼	1350	1550	130 to 170	180 to 235
1½	1¼	1800	2070	170 to 230	235 to 300
2	1½	2350	2675	230 to 300	300 to 400
2	1½	2900	3275	300 to 375	400 to 500
2½	2	3600	3975	375 to 500	500 to 650
2½	2	4300	4750	500 to 650	650 to 800
3	2½	4900	5300	650 to 800	800 to 975
3	2½	5500	6100	800 to 1000	975 to 1250

Choosing Size Of Injector

As a basis for making a correct choice of the size of injector necessary for a particular job the accompanying table will be found helpful.

The capacities given in the tables are for the pressures stated, cold water, and with a 2-foot lift. As higher or lower steam pressures, increased lift or temperature of the feed water supply, decrease capacity, an allowance of approximately 30 per cent has been made in the horsepowers which are listed.

Often the apparent trouble encountered in operating an injector on board ship, when a thorough examination is made, simmers down to obvious carelessness or some obstruction in the lines or under the valves. Within the limits of its operation as regards lift, temperature of the feed water and steam pressures, and when properly installed no difficulty should be experienced, since under ordinary circumstances there is nothing to go wrong inside the injector after its factory test. A few of the possible reasons for an injector not lifting the water may be enumerated as follows:

Steam pressure too low for the lift,
Suction pipe or strainer obstructed,
Water supply too hot,
Wet steam,
Starting lever, drawn back too far at the beginning,
End of suction pipe, not submerged or a leak in this pipe,
Foreign matter drawn in or blown in through the steam or suction pipe.

If the injector lifts the water but does not work in forcing it into the boiler trouble may be due to any one of the following reasons:

Wet steam or not sufficient steam pressure,
A leak in the suction pipe,
Delivery pipe clogged or overflow pipe clogged,
Forcing combining tube clogged,
Steam to injector taken from pipe used for other purposes, which should not be done,
Obstruction between injector and check valve or between check valve and boiler. The delivery pipe end entering the boiler should be examined, as sometimes it becomes choked with incrustations or sediment.

A good injector properly installed and properly operated is an important and valuable adjunct to the regular pumps for feeding the boilers in a marine installation.

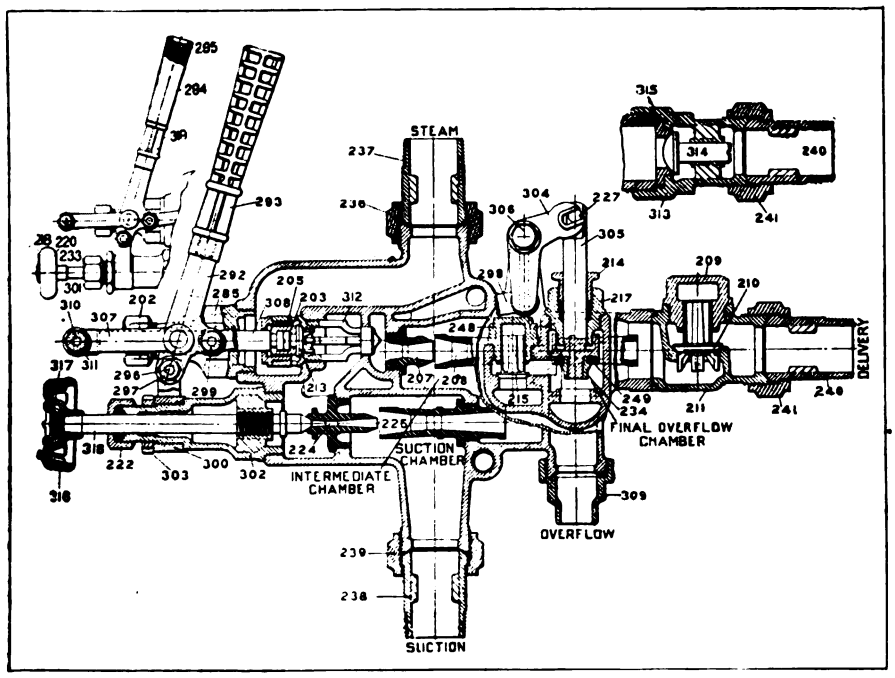

FIG. 3—VERTICAL SECTION THROUGH DOUBLE TUBE INJECTOR SHOWN IN FIGS. 1 AND 2

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Activities in the Marine Field

Latest News from Ships and Shipyards

U. S. Ships Out of Canadian Grain Trade

FAVORED with a continued demand and excellent dispatch to and from the docks, lake vessels are building up splendid reserves of iron ore at lower lake consuming points and of coal in the upper lake territory. Grain demand is light with the Lake Michigan trade taking a few small vessels but with little call for tonnage at the head of the lakes. August, like July, probably will witness an ore movement of more than 10,000,000 gross tons. Coal shipments up to Aug. 13 were 16,069,755 net tons, compared with 4,529,225 tons in the like period last year, 14,337,831 tons in 1921 and 8,002,005 tons in 1920.

American vessel owners are stirred by the new law passed by the Canadian parliament following its investigation of the grain trade. This law is explained in full on page 354 of this issue. In response to a Canadian inquiry on their proposed action, the American operators have just decided that the law removes Canadian grain carrying "from the class of competitive business subject to free and open competition which is the only character of business in which lake bulk freighters of United States registry have heretofore engaged." For that reason, the operators have decided that they can not operate in the Canadian grain trade this fall.

* * *

The new steamer CHARLES M. SCHWAB sailed from Cleveland on Aug. 15 to ship her first cargo. All the new freighters are now in commission except the WILLIAM K. FIELD, building by the Toledo Shipbuilding Co. for the Reiss Steamship Co., which will go into service late in the season.

* * *

The Manitowoc Shipbuilding Corp., Manitowoc, Wis., has taken a contract from the Pere Marquette railroad to build two car ferries. They will be 360 feet in length over all, 56 feet beam and 21½ feet deep. Delivery of the first vessel is to be made March 1, 1924, with the second ready next summer. Another car ferry also is being figured upon by lake yards. The motorship TWIN CITIES was launched at the Ashtabula yard of the Great Lakes Engineering Works on July 31.

* * *

Completion of the enlarged Welland canal will allow the big 600-foot lake freighters to enter Lake Ontario for the first time. Kingston and Prescott, Canadian ports on Lake Ontario, recently argued their respective qualifications for selection as the port for large ships. The Dominion Marine association heard their argument and decided in favor of Kingston. This port while 60 miles farther west than Prescott will free large vessels from navigating the restricted channels through the Thousand Islands and also thus cut down dredging expenses.

* * *

At Ashtabula on July 7 at the New York Central docks 10 vessels with 83,086 tons of iron ore were unloaded, the ore sent forward on 1386 cars while coal from 575 cars was dumped into vessels, a total of 1961 cars handled. This makes a new record for daily volume of business.

* * *

The United States lake survey reports the monthly mean stages of the Great Lakes for the month of July, 1923, as follows:

Lakes	Feet above mean sea level	
	June	July
Superior	601.67	601.87
Michigan-Huron	579.86	579.89
St. Clair	574.71	574.87
Erie	572.02	572.04
Ontario	245.93	245.80

Lake Superior is 0.20 foot higher than last month, 0.57 foot lower than a year ago, 0.77 foot below the average stage of July of the last 10 years, 1.95 feet below the high stage of July, 1876 and 0.39 foot above the low stage of July, 1879.

Lakes Michigan-Huron are 0.03 foot higher than last month, 0.79 foot lower than a year ago, 1.16 feet below the average stage of July of the last 10 years, 3.69 feet below the high stage of July, 1876 and 0.01 foot below the low stage of July, 1896.

Lake Erie is 0.02 foot higher than last month, 0.70 foot lower than a year ago, 0.93 foot below the average stage of July of the last 10 years, 2.37 feet below the high stage of July, 1876 and 0.58 foot above the low stage of July, 1895.

Lake Ontario is 0.13 foot lower than last month, 1.12 feet lower than a year ago, 1.07 feet below the average stage of July of the last 10 years, 2.92 feet below the high stage of July, 1872 and 1.21 feet above the low stage of July, 1895.

In the North Atlantic

CONTRACT for overhauling the steamer WABASH, one of the intercoastal fleet of the Nawsco lines, has been awarded to the Atlantic Works, East Boston, and the work of reconditioning is under way.

* * *

The Boston, Halifax & Newfoundland Steamship Co. has bought the steamer YANKTON. After being repaired at New York, she will be placed in the service between Boston, Halifax and St. Johns.

* * *

The Crowell & Thurlow intercoastal line operating between Atlantic and Pacific coast ports, will suspend its Boston service for the present, although the line may resume sailings in a month or two.

* * *

Arthur S. Hillyer, for about 20 years export manager of the Waltham Watch Co., is now chief of the division of commercial intelligence of the bureau of foreign and domestic commerce.

* * *

The Boston & Gloucester Steamship Co. began its regular schedule recently which means a sailing and an arrival daily at both Boston and Gloucester.

* * *

The American-Hawaiian Steamship Co. has appointed W. K. Hoornbeek pier superintendent at Commonwealth pier, South Boston, Joseph T. Hart, pier agent and Myron R. Clark assistant pier superintendent.

* * *

The Cunard-Anchor lines has announced that the new liner CALIFORNIA is to sail from Boston to Glasgow via Halifax and Londonderry on Sept. 12. The CALIFORNIA is a new passenger and freight ship, the latest of the Anchor fleet and incidentally the largest ship it has ever had, 17,000 tons, 571 feet long, 70 feet beam, 42 feet 9 inches depth of hold and carries first, second, and third class passengers.

* * *

The one hundred and twentieth anniversary of the birth of John Ericsson was commemorated on July 31 at Battery park, New York. Though the propeller was Captain Ericsson's greatest invention, he has also been greatly honored for his construction of the MONITOR, the ironclad, which defeated the MERRIMAC.

* * *

The White Star liner MAJESTIC was recently drydocked in the Commonwealth dock at South Boston. The reason for this is that the new floating drydock under construction at Southampton is not yet completed and the dock in South Boston is one of the

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few docks large enough to take the MAJESTIC. After drydocking, the MAJESTIC sailed on her eastward trip on Aug. 11.

* * *

Edward Kavanagh, on Aug. 8 was presented by Col. Robert M. Watkins, operating manager of the shipping board with a gold medal, awarded to him by the United States government "for extreme valor." On June 21, 1920, Mr. Kavanagh was a member of the crew of the British ship FENCHURCH when she encountered the foundering American schooner WILLIAM C. MAY. He was instrumental in taking off the captain, his wife and seven members of the crew from the sinking schooner.

Along the Atlantic Bays

OUTER ports are taking action for mutual protection of interests in the event of adoption of plans for the disposal of the present shipping board vessels and services detrimental to their present progress. A meeting was held at Norfolk on Aug. 3 for consultative purposes with representatives from most of the larger Atlantic and Gulf ports, other than New York, present. W. M. Brittain, Baltimore, was elected chairman, and heads a committee comprising the ports of Boston, Philadelphia, Norfolk, Baltimore, Charleston, New Orleans as well as the Mississippi Valley association. The committee will watch developments, investigate all plans offered for solution of the shipping problem and assure protection of the interests of the outer ports should any decision be arrived at.

* * *

On Aug. 3, the ESTHER WEEMS, first vessel on the new passenger and freight service of the Baltimore & Carolina Steamship Co. from Baltimore to Miami Fla., was cleared. For the past year this company has been operating a purely freight service between these points, but, following numerous requests, passenger accommodations were instituted. A sister ship, the MARY WEEMS, cleared Aug. 10.

* * *

Norton, Lilly & Co. have decided to revive their steamer service from Baltimore to the west coast of South America and early in August will have their first sailing. This is an extremely important trade route and one of great importance to Baltimore in her South American expansion efforts. The Chilean and other west coast markets have a high consuming power and the demand there is active for the type of merchandise that constantly seeks Baltimore as an outlet. Return cargoes are varied and nearly always available.

* * *

Three thousand tons of steel tanks have been booked to move through Baltimore to the Pacific coast. The tanks, which are fully set up, weigh from four to six tons each and are moving from Alexandria, Va. They are from the breaking up of the old wooden ships on the James river, but are in good condition and much in demand on the west coast. S. Schapiro & Co. are handling the movement.

* * *

Lines operating from Baltimore in the intercoastal trade have received copies of the new tariffs covering westbound shipments and effective Aug. 1. The new rates generally are said to be about 30 per cent lower than those which prevailed prior to the breaking up of the old conference in June, 1922, but they are higher than those in force during the period of disturbance. The tariffs and agreements have been subscribed to by 14 lines.

* * *

Coal exports from Baltimore during July amounted to 239,929 tons on 34 vessels to 11 foreign countries. This is slightly below the June total but brings the 1923 coal exports from that port to 1,168,792 tons. The present feature of the business is the heavy Canadian movement. During July shipments to that country led all others, totaling 84,094 tons on 12 vessels.

* * *

Inbound vessels engaged in foreign trade at Baltimore during the past fiscal year numbered 1381 of 4,138,071 tons and outbound ships reached 1343 of 4,002,502 tons. In 1922 inbound ships totaled 1091 of 3,290,690 tons and those outbound reached 1172 of 3,517,541 tons.

* * *

Grain exports are slumping to some extent at Baltimore. Only 1,172,040 bushels moved overseas during July, in comparison with 5,810,674 bushels in July, 1922. From Jan. 1 to July 31, this year, 34,114,425 bushels of grain have been shipped from Baltimore, as compared with 57,265,596 bushels during the same period of 1922. For the seven months of 1922, corn was far in the lead, but in the 1923 total, rye is ahead, wheat second and corn in third position.

* * *

Foreign valuation results at Baltimore are available for the entire fiscal year of 1923. Exports are placed at $109,824,479 for the period against $123,072,762 in 1922. Imports increased enormously, the 1923 valuation being placed at $85,262,830 as opposed to $40,459,523 in 1922. Free imports were valued at $59,112,275 and dutiable at $26,150,555.

* * *

An interesting addition to Baltimore overseas steamship services is that of the joint service between the Toyo Kisen Kaisha and the Roosevelt line from that port to the Far East. Wilbur F. Spice & Co. will act as local agents and expect to clear one vessel monthly from Baltimore to Yokohama, Kobe, Dairen, Fusan, Hongkong and Shanghai. The service will be direct and the boats will not touch the Pacific coast. The FUKOYA MARU is the first sailing early in August.

* * *

Two new services to Baltic regions have been recently announced for Baltimore. The East Baltic lines and Moore & McCormack services will both enter the Baltimore-Baltic run, the W. A. Blake Shipping Co., operating the vessels from that port. Both services will be semimonthly.

* * *

The steamer MACY WILLIS, last of a series of tank steamers bought by the Baltimore Dry Dock & Ship Building Co., has been sold by the Calvert Navigation Co., representing the Bethlehem Shipbuilding Corp., now owner of the Baltimore yard. The boat was sold to the Atlantic Refining Co., Philadelphia. She is of 6000 tons gross register.

From the South Coast

BEAUMONT, TEX., navigation district during July deposited with the United States engineers office at Galveston $178,000 which with other easements and releases will probably assure the approval of specifications for deepening the Sabine-Neches canal to 30 feet from the Gulf to Beaumont and Orange. Port Arthur and Orange interests paid their share some time ago.

* * *

Three shipping board vessels, tied up in the idle James river fleet for three years, have been allocated to private lines for operation, and will be brought to Hampton Roads for reconditioning. They are the MORSE, POLYBIUS and LIBERATOR. All the vessels are steel, ocean-going, and register from 6000 to 9000 gross tons. They are the first steel ships to be allocated from the idle fleet in six months.

* * *

The number of shipping board vessels now in operation is 20 per cent larger than last year, according to a recent report. Although allocation movement has been dull, the number of ships reporting at Norfolk to be tied up has been very small, only two vessels having been withdrawn from service during the first half of the calendar year. The 20 ships recently brought to Camp Eustis from Baltimore had been tied up in that city since 1920.

* * *

The MORSE, POLYBIUS and LIBERATOR will be repaired and overhauled, probably at the Newport News shipyard, it was said. They will be placed on spot in Norfolk harbor, and will be called for the latter part of August.

* * *

The steel and concrete wharf owned by Anderson, Clayton & Co. and situated on the Houston ship channel just below the turning basin was formally

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dedicated July 23 when the Leyland line steamer ORANIAN docked there. The wharf is 1000 feet in length, cost $1,000,000 and is to be used in connection with compresses and other warehouses of Anderson, Clayton & Co.

* * *

The Pacific-Caribbean-Gulf line, which was established in 1919, just recently was incorporated under the laws of Delaware. Semmes Steele of the Steele Steamship Lines Inc. left for New Orleans July 20 to look into extensions in the service of the Pacific-Caribbean-Gulf line. At present this line and the Luckenbach line are the only ones operating in the intercoastal trade into gulf ports.

* * *

The shipping board vessel JOLES arrived in Galveston on July 25 from Genoa, Italy, having made the trip of 5606 miles in 21 days and 20½hours. The vessel left Genoa in ballast and made the voyage at an average speed of 10.7 knots per hour, good time for a cargo carrier.

* * *

Cotton exported through the port of Galveston during the year ended Aug. 1, 1923 amounted to 2,345,674 bales as compared to 2,551,935 bales for the previous year. New Orleans the second greatest cotton port was 1,020,993 bales behind Galveston with a total of 1,324,-681 bales and Houston, Tex. ranked third with 723,413 bales. New Orleans like Galveston shows a decrease in the number of bales handled as compared with the previous year while Houston shows a gain of about 66 per cent. In 1922, Houston handled 480,294 bales.

* * *

Exports for the year 1922-1923 through the district of Galveston amounted to $416,180,126. Imports amounted to $30,-246,576 and foreign merchandise re-exported to $187,770. These figures show a loss of $36,000,000 in the exports and a gain of $9,000,000 over the imports for the year 1921. The above figures place Galveston as the second greatest export port in the entire country and fifteenth in the import trade for the year 1922.

* * *

George J. Santa Cruz, district director of operations of the shipping board, announces that 15 vessels are being kept in readiness in the gulf to fill in where needed or to augment the vessels in operation during the present cotton season. Shipping board vessels handled 63 per cent of the cotton exported out of the gulf during the past season.

* * *

The Tampa Inter-Ocean Steamship Co. will shortly extend its Far Eastern service to the port of Houston, Tex., as a port of lading on the outward journey.

* * *

Customs collections at Galveston for the fiscal year ended June 30, 1923, amounted to $4,408,422.48 as compared with $3,627,075.62 for 1922 or an increase of $781,346.86. August, 1922, was the best month of the year for collections with a total of $518,533.03.

* * *

Grain exports through the port of Galveston during the year ended June 30 amounted to 17,395,286 bushels as compared with 44,031,895 bushels for the previous year, according to H. A. Wickstrom, chief grain inspector for the Galveston Cotton exchange and board of trade. Of the past year's total, the wheat movement amounted to 16,835,001 bushels. This small grain movement is accounted for to a great extent by the chaotic financial condition prevailing in European countries.

Up and Down the Pacific Coast

SMASHING the Pacific coast log following record, the powerful towing tug HUMACONNA of the Cary Davis Tug & Barge Co., Seattle, arrived in San Diego, July 4 with 6,000,000 feet of logs from Astoria. She clipped two whole days from the best previous record, covering the distance of nearly 1000 miles in 12 days flat.

* * *

A cable received at San Francisco early in July from Manila stated that Captain Hope, master of the British freighter WORON, was missing. He disappeared July 2 and was reported as being last seen walking toward the bridge. The WORON sailed from San Francisco on Dec. 1, 1922 for United Kingdom ports under the command of Captain Hope. She was bound from Dairen to Manila.

* * *

James Pendergast, port superintendent for Crowell & Thurlow and Sudden & Christenson, has returned to San Francisco from New York. He has been absent for more than five weeks, making a survey of shipping conditions along the Atlantic coast.

* * *

The Key Route ferry SAN LEANDRO, sister ship to the HAYWARD, both diesel electric propelled boats, has arrived at San Francisco from the yards of the Los Angeles Shipbuilding Co., and will shortly make her trial trip. The HAYWARD has been in operation for over a month now and has proved exceptionally satisfactory.

* * *

Eric Krag, manager of the French line at San Francisco, has announced that beginning the latter part of August the service of the French line from San Francisco to European ports will be increased to care for the big shipments of grain and canned goods during the harvest season. A sailing will be maintained every 14 days to Bordeaux, Havre and other European ports.

* * *

The Pacific Steamship Co., agent on the Pacific coast for the Blue Star line, announces that the new fall service will be inaugurated about Oct. 26 when the GOTHICSTAR will arrive at San Francisco. She will be followed by the ALBIONSTAR about Nov. 13 and the ROYALSTAR on Dec. 3. These vessels are among the largest and most modern refrigerated ships in the world and are capable of maintaining a speed of 14 knots an hour.

* * *

The California Stevedore & Ballast Co., San Francisco, the oldest of its kind in the city and the largest on the Pacific coast, will open offices in San Pedro.

* * *

The Shipowners & Merchants Tug Boat Co. will send the tug STORM KING to Puget sound waters, making a total of three of its towboats now operating out of Seattle. The STORM KING, formerly operated by the San Francisco Tugboat Co., was recently reconditioned at the Union Iron Works.

* * *

The Crowley Launch & Tugboat Co., San Francisco, has announced that it will move the major portion of its equipment to Wilmington and San Pedro. This move is being made because of the limited number of launches and barges needed in the shipping of San Francisco harbor. On the other hand, lumber shipments into the southern harbors have been so extensive during the past two years that vessels have been delayed days at a time before being unloaded.

* * *

The Nelson Steamship Co.'s barkentine AURORA has been converted to a schooner at the yards of the Hanlon Drydock & Shipbuilding Co. and is now being caulked.

* * *

A merger of intercoastal steamship lines, according to reports received at San Francisco is contemplated and will include the United American line, Crowell & Thurlow; Holden, Weir & Boyd, of New York and the Columbia Shipping Co., Portland and Sudden & Christenson, San Francisco. This merger, if consummated, will bring 21 steamers in the intercoastal trade under one management. It is rumored that the Weyerhauser Timber Co. may join the combine. This company has two vessels, the HANLEY and the POMONA.

* * *

Suzuki & Co. have chartered a steamer to the Bunge, Western Grain Co. and one to Kerr, Gifford & Co. at 37s 6d, from the Pacific northwest to the United Kingdom and the continent. The British steamer INNERTON, 3241 net tons has been chartered by the Sperry Flour Co. at $6.50 for September and October loading to transport 7000 tons of flour from the north Pacific to Shanghai. Strauss & Co. have secured the Kosmos steamer FEODOSIA, at 32s 6d, to load a full cargo of barley at San Francisco

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for the United Kingdom, and it is understood that three or four more vessels of the Kosmos line are coming to load full barley cargoes. Movement of this year's barley crop has been virtually dormant, a condition attributed to the tax on this grain in the United Kingdom. The American Trading Co. is reported to have closed for two vessels on time charter at 97½ cents per deadweight ton per month for the Pacific trade. New crop loading grain remains firm at 37s 6d. Austalian lumber shipments continue from $15.50 to $16.00.

* * *

Late in July, 35 stevedores, loading grain at Port Costa, walked out when their demand for a wage of $1 an hour was refused. The present rate is 80 cents. Walter J. Peterson, employment manager of the Pacific American Steamship association states that there are men available to fill the places of the strikers. "It has been and still is our intention," said Mr. Peterson, "to standardize the wages of the stevedores and pay them well both in bad times and good. We have an agreement with the Longshoremen's association that the present wage shall hold until December, when we will hold a conference to discuss the wages to be paid until the next year."

* * *

Williams, Dimond & Co., San Francisco, agents for the United American line, have announced that the European service of the company would be increased by three additional vessels equipped with cool space for carrying perishable cargo and also having accommodations for a few first-class cabin passengers. A sailing will be maintained every two weeks between Pacific coast ports and Hamburg and Antwerp, calling alternately at Liverpool, Glasgow and London-Hull.

* * *

James King Steele, exploitation manager of the Toyo Kisen Kaisha line with headquarters in San Francisco, has returned to his office after an absence of nearly five months in the Orient where he has been making a survey of the company's property.

* * *

Bids were opened on July 30 by the Standard Oil Co. of New Jersey for repairs to the tanker JOHN D. ARCHBOLD, the largest reconditioning job ever presented on the Pacific coast. All tenders made public were in excess of one quarter of a million dollars for damages sustained by the tanker when she went aground some weeks ago, this side of Balboa. The Bethlehem Shipbuilding Corp. submitted a bid for $235,000 and 55 days for the work; the Crowley Launch & Tugboat Co. figured $236,250 and 54 days and the Todd Shipyards, Seattle, $232,000 and 70 working days. The Newport News Shipbuilding & Drydock Co. submitted a bid but its tender was not made public. The JOHN D. ARCHBOLD is the largest tanker ever to arrive in San Francisco and is a 14,054 gross ton and a 8790 net ton vessel. The contract calls for, in part, replacing 56 plates of 42 feet in length, 7 feet wide and 1½-inch thickness; 28 plates to be removed and straightened, 24 plates to be straightened without removal; renewal of the lower section of the stem.

From the Northwest

EARLY in August, the Ballantyne pier, Vancouver, B. C., built at a cost of $5,000,000, will be completed. This terminal is one of the largest on the Pacific coast, being 1200 x 341 feet, with five 2-story concrete warehouses, thoroughly equipped with electric cranes and conveyors. The structure rests upon 413 hollow concrete cylinder piles.

* * *

Urging private ownership of the merchant marine in preference to government operation, the board of directors of the Portland, Oreg., chamber of commerce has outlined a declaration of policy which has met with general approval among the shipping fraternity of the Pacific coast.

* * *

Reports from southeastern Alaska state that a large pack of salmon will mark the present season, the quantity of the salmon canned being limited only by the capacity of the canneries. Some canneries report packs 50 to 100 per cent larger than last year. Dispatches from Bristol bay state that the pack will be less than that of 1922.

* * *

On Aug. 1, new cargo and harbor dues became effective at Vancouver, B. C. Harbor dues are reduced from 5 cents per ton five times a year to 5 cents three times annually. General cargo rates are increased from 5 cents a net ton to 15 cents, wheat and flour being charged 10 cents. Ship coal is free, while fuel oil for ships is taxed 7½ cents.

* * *

The Pacific Coast Association of Port Authorities will hold its tenth annual convention at Astoria, Oreg., Sept. 14 and 15.

* * *

David Rodgers, master shipbuilder for the Skinner & Eddy Corp., Seattle, during the war period, who died recently, left an estate appraised at $12,000.

* * *

The barkentine CONQUEROR, while bound from San Pedro to Puget sound, established a record long voyage of more than 55 days. This course is usually covered by sailing ships in from 20 to 30 days. Until sighted at sea, when 45 days out, the CONQUEROR had been given up for some time as lost.

* * *

Contract for building a government grain elevator at Vancouver, B. C. has been awarded. Its cost will be $1,500,000. The new terminal will have a capacity of 1,500,000 bushels and its completion is expected to relieve the congestion at Vancouver which in two years has forged to the front as one of the leading grain ports of the north Pacific. During the year ended July 18, Vancouver shipped 3,834,185 bushels of wheat to the Orient, 330,753 bushels to South America and 14,614,550 bushels to United Kingdom and continental Europe. The total of 18,880,925 bushels shows a heavy gain over the previous year with 11,339,820 bushels.

* * *

The Lind Navigation Co. has started coasting service between north Pacific and California ports with the steel steamers ROMAGNE and JUVIGNY, built on the Great Lakes. Both were constructed in 1920, the ROMAGNE at Cleveland and the JUVIGNY at Wyandotte, Mich.

* * *

New rates at the Municipal terminals, Portland, Oreg., have been announced on all intercoastal, coastwise South American, Mexican, Central American and European shipments. The former rates of 30 cents for wharfage, 60 cents for loading and unloading and 60 cents for handling have been changed to 50, 55 and 55 cents respectively.

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The plan for port improvements at Olympia, Wash., which proposed an issue of $450,000 of bonds, was defeated at a recent special election.

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Establishment of a barge service for freighting wheat from interior points on the upper Columbia river to tidewater is planned by exporters of Portland, Oreg.

* * *

The Canadian government has appropriated $37,000 for the maintenance of a steam lifesaving vessel and the installation of a wireless telephone service off the west coast of Vancouver island. This dangerous section of the British Columbia coast has long been called the "graveyard of the Pacific."

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The old iron steamer OWEGO, built at Buffalo in 1887 was sold at marshal's sale recently for $15,000. She was purchased by parties representing New Orleans creditors.

* * *

Harold Noice, Seattle explorer, has left Nome, Alaska, on an expedition to Wrangell island where Allan Crawford and associates have been marooned for two years. Crawford was at the head of the Stefansson expedition which went to claim Wrangell island for the Canadian government.

* * *

Once famous as the naval collier which established a long distance record when she towed a navy drydock from New York to Manila, the steamer CAESAR is now engaged in freighting ore from British Columbia to the Tacoma smelter. The CAESAR has been transferred to Canadian registry and renamed MOGUL.

* * *

Pacific coast log towing records were recently broken by the Seattle tug HUMACONNA which arrived at San Diego with a raft of 6,000,000 feet of logs in 12 days from Astoria, Oreg. The distance is 1000 miles. The best previous record was 14 days.

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Business News for the Marine Trade

To do wharfage and freighting, the United American Terminals recently was incorporated under the laws of Delaware with a capital stock of $100,000. Incorporators of the company are Eugene C. Tobey, New York; Allen W. Lishawa, East Orange, N. J., and William T. Dunn, Long Island City.

Capitalized at $500,000 the Philadelphia Derrick & Salvage Corp. recently was incorporated under the laws of Delaware. Incorporators of the company include Clinton E. Rowe, Whitestone, N. Y.; Charles P. Kramer, Far Rockaway, N. Y., and Joseph Lilly, Brooklyn, N. Y.

The Pacific Mail Corp. recently was chartered under the laws of Delaware with a capital stock of $1,000,000 by F. M. Stokes, Woodhaven, L. I.; Joseph F. Mann, Bloomfield, N. J., and William D. Ahern, Brooklyn, N. Y.

The Pacific-Caribbean-Gulf line recently was incorporated under the laws of Delaware with a capital stock of $1,000,000.

To build and operate boats the Western Transit Corp. recently was chartered under the laws of Delaware with a capital stock of $100,000.

With a capitalization of $750,000 the General Marine Salvage Corp. recently was incorporated under the laws of Delaware. The company is represented by the Corporation Trust Co. of America.

Capitalized at $150,000 the Bison Steamship Corp., Tonawanda, N. Y., recently was incorporated under the laws of New York state. Incorporators of the company include J. J. and M. O'Hagan and J. Gehm.

The Intercoastal Shipping Service of Manhattan recently was incorporated under the laws of New York state with a capital stock of $20,000. Incorporators of the company are G. V. Reilly, S. C. Wood and H. C. Hand.

The California Fruit Steamship line recently was chartered under the laws of Delaware. Incorporators of the company are P. Kleppe, J. H. Torney, W. A. F. Smith and K. Kleppe. It is understood five refrigerator ships will be built for the line, contracts for which will be let to Atlantic coast builders. It is understood 75 per cent of the company's capital has been secured.

The Morecraft Transportation Corp. recently was incorporated under the laws of Delaware with a capital stock of $500,000. The company will engage in the operation of boats.

The C. & G. Salvage Corp., New York, recently was chartered under the laws of New York with a capital stock of $100,000. Incorporators of the company are B. and J. P. Greenstone and A. M. Garbade.

The California-New York Steamship Co. recently was chartered under the laws of Delaware with a capital stock of $12,500,000.

Capitalized at $100,000 the Callaghan Transportation Corp. recently was incorporated under the laws of Delaware.

The capital stock of the Nautilus Steamship Corp., New York, recently was increased from $800,000 to $900,000.

Capitalized at $1,000,000 the International Trade Developer Corp. recently was chartered under the laws of Delaware by Z. G. Dunn, C. H. Stanley and A. J. Brook.

The New York, Atlantic City & Philadelphia Steamship Co. recently was incorporated under the laws of New York with a capital stock of $2,000,000. It is understood the company will operate a line between Philadelphia and New York.

With a capital stock of $25,000,000 the Diesel Steamship Co. recently was incorporated under the laws of Delaware. Incorporators of the company include Edward Whitton, Chatham, N. J.; Edwin A. Quick, Brooklyn, N. Y., and P. Tyson, New York.

Capitalized at $12,000,000 the Mexican, American Fruit & Steamship Corp. recently was incorporated under the laws of Delaware. Incorporators of the company are F. J. Porter, Montgomery B. Angell and Otis T. Bradley, New York.

The Knowl Trading Co. recently chartered with a capital stock of $100,000 under the laws of Delaware. It will engage in business as shipbroker. Incorporators of the company are George S. Brengle of Arlington, N. J.; Hurlburt McAndrews of Mamaroneck, N. Y., and P. J. R. McIntercert, New York.

With a capital stock of $500,000 the McCormick Steamship Co. of San Francisco, recently was reorganized with the following officers: President, Charles R. McCormick; vice president, Sydney M. Hauptman; second vice president and general manager, Charles L. Heuttre; and secretary and treasurer, J. S. Brown. John M. Hencken has been made operating manager of the company and J. C. Strittmatter, freight manager.

The Connecticut Blower Corp., Hartford, Conn., has been incorporated under the laws of Delaware with a capital stock of $250,000. M. E. Keeney is president, C. H. Keeney treasurer and C. E. Keeney secretary. The company has taken over the International Blower Co. and the Hartford Sheet Metal Works. The products manufactured and installed are of a large variety such as blowers and exhaust fans, blower systems of all kinds, dust collecting systems, exhaust systems, ventilating systems, etc. The plant of the International Blower Co. will be utilized until the fall at which time a considerably larger plant will be occupied.

H. H. Raymond, president of the Clyde-Mallory lines, recently announced the company has completed the purchase of terminal facilities which it has occupied at Tampa, Fla.

Willard Saulsbury and Charles B. Evans who have been temporary receivers of the Pusey & Jones Co., Wilmington, Del., since last September, have been appointed permanent receivers by Federal Judge Morris.

At the auction of more than $1,000,000 worth of surplus materials held recently by the New York navy yard, approximately $600,000 was realized, according to naval officials. Among the items listed were large quantities of brass, bronze, copper and steel sheets used in shipbuilding as well as a quantity of automobile parts.

Henry A. Hitner's Sons Co. has leased a large tract at the foot of Spruce street, Delaware river, Camden, N. J., for storing old ships which the company purchased for dismantling. The two yards of the company in Philadelphia are working at capacity, cutting into marketable sizes the steel obtained from dismantled war vessels and old merchant vessels.

Business Changes

MALLORY line steamers for Florida and gulf points, after Aug. 17, are departing from Pier 45 North river, foot of Christopher street, New York.

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The Scandia Trading Co., ship chandler, exporter and importer, has moved its offices from 88 Broad street, Boston, to larger quarters at 25 T Wharf.

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L. W. Ferdinand & Co., manufacturers, importers and exporters of glues, linoleum cements and marine glues, 152 Kneeland street, Boston, have appointed August Schleuter sales representative for the New York territory. He was formerly president of the New Process Chemical Co.

* * *

Capt. Richard O'Connor, 525 North Second street, St. Clair, Mich., has been appointed representative in the Great Lakes district of the National Bituminous Enamel & Paint Corp., Baltimore. The company manufactures and distributes bituminous paints and enamels.

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John S. Isdale, formerly electrical superintendent of the New York Harbor Drydock Co., New York, has become sales manager in charge of marine and railway sales of the Horne Electric & Mfg. Co., Jersey City, N. J. The Horne company now is issuing new catalogs showing its watertight electrical fixtures for marine and industrial use and is also redesigning and developing additional electrical devices of this kind.

New Trade Publications

STEEL SHEET PILING—The Bethlehem Steel Co., Bethlehem, Pa., has published a 26-page illustrated bulletin in which steel sheet piling is described and illustrated. The bulletin gives dimensions, weights and properties of all piling sections now being rolled at the Lackawanna plant, together with information on connections and splices.

OIL BURNER—The Babcock & Wilcox Co., New York, has published a 40-page illustrated booklet in which oil burners are described and illustrated. The various kinds of burners described are for Scotch as well as other types of boilers. The conditions surrounding the operation of the boilers are the governing factors as to which burner is best suited for the work. The burners, however, all follow the same general design, the proportions merely being different for the different types of work. In the booklet, no attempt is made to go deeply into the theory of oil burning, the idea of the booklet simply being to assist engineers in efficiently burning oil and handling burners generally.

MOTORS—The Reliance Electric & Engineering Co., Cleveland, has published a 14-page illustrated booklet in which induction motors for two and three-phase alternating current circuits are described and illustrated. A complete description of the motors is given as well as an outline of their development in design, etc. Specifications, ratings, etc., are given.

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